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Agenda

METROPOLITAN TRANSIT SYSTEM

****BOARD OF DIRECTORS MEETING & FINANCE WORKSHOP****

March 20, 2014

» » 9:00 a.m. « «

James R. Mills Building
Board Meeting Room, 10th Floor
1255 Imperial Avenue, San Diego

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FINANCE WORKSHOP - 9:00 a.m.

**ACTION
RECOMMENDED**

1. Roll Call

2. a. Fiscal Year 2015 Capital Improvement Program (Mike Thompson)

Approve

Action would: (1) approve the fiscal year 2015 Capital Improvement Program (CIP) with the estimated federal and nonfederal funding levels. As the federal appropriation figures are finalized and/or other project funding sources become available, allow the Chief Executive Officer (CEO) to identify and adjust projects for the adjusted funding levels; (2) forward a recommendation to the San Diego Association of Governments (SANDAG) Board of Directors to approve the submittal of Federal Section 5307 and 5337 applications for the MTS fiscal year 2015 CIP; (3) approve the transfer of \$357,409 from previous CIP projects to the fiscal year 2015 CIP; and (4) forward a recommendation to the SANDAG Board of Directors to approve amendment number 14 of the 2012 Regional Transportation Improvement Program (RTIP) in accordance with the fiscal year 2015 CIP recommendations.

Please SILENCE electronics
during the meeting



FINANCE WORKSHOP - Continued

2. b. Fiscal Year 2014 Midyear Adjustment (Mike Thompson) Approve
Action would approve Resolution No. 14-3 amending the fiscal year 2014 operating budget for MTS, San Diego Transit Corporation (SDTC), San Diego Trolley, Inc. (SDTI), MTS Contract Services, Chula Vista Transit, and the Coronado Ferry including using excess revenues over expenses to increase contingency reserves.
3. Public Comments - Limited to five speakers with three minutes per speaker. Others will be heard after Board Discussion items. If you have a report to present, please give your copies to the Clerk of the Board.
4. a. Next Finance Workshop: April 17, 2014
- b. Adjournment

BOARD MEETING - Meeting will begin when the Finance Workshop ends.

5. a. Roll Call
- b. Approval of Minutes - February 20, 2014 Approve
- c. Public Comments - Limited to five speakers with three minutes per speaker. Others will be heard after Board Discussion items. If you have a report to present, please furnish a copy to the Clerk of the Board.

CONSENT ITEMS

6. Investment Report - January 2014 Informational
7. Cubic Software Maintenance Approve
Action would authorize the Chief Executive Officer (CEO) to execute Doc. No. G1695.0-14, with Cubic Transportation Systems, Inc., on a sole-source basis, for the provision of annual maintenance services for the proprietary Cubic Compass Card Back Office software.
8. Purchase and Installation of two Compressed Natural Gas (CNG) Dispensers - Contract Award Approve
Action would authorize the CEO to execute MTS Doc. No. PWB151.0-14, with Go Natural Gas, Inc., for the purchase and installation of two new CNG dispensers at the City of Chula Vista Public Works Center.
9. Legal Services Agreement with Wheatley, Bingham & Baker, LLP - Contract Amendment Approve
Action would authorize the CEO to execute Amendment No. 2 to MTS Doc. No. G1434.2-12 with Wheatley, Bingham & Baker, LLP for an increase in contract value, from the previous amendment amount of \$640,000, to a revised \$790,000 to cover unanticipated expenses for the remainder of FY 2014.

CONSENT ITEMS - Continued

10. California Governor's Office of Emergency Services (CalOES) California Transit Security Grant Program (CTSGP) Funding, Fiscal Year 2013-2014 Approve
Action would approve Resolution No.14-4, authorizing the use of, and application for, \$2,779,445 of California CTSGP for capital projects that provide increased protection against security and safety threats, and/or increases the capacity of transit operators to prepare for and provide disaster-response transportation systems.
11. Proposed Revisions to MTS Policy No. 41 - Signature Authority Approve
Action would approve the proposed revisions to MTS Policy No. 41 - Signature Authority.
12. Property Insurance Renewal Approve
Action would authorize the CEO to renew the property insurance coverage for the San Diego Metropolitan Transit System (MTS), San Diego Transit Corporation (SDTC), and San Diego Trolley, Inc. (SDTI) with the California State Association of Counties – Excess Insurance Authority (CSAC-EIA) Property Insurance Program, effective March 31, 2014, through March 31, 2015, with various coverage deductibles of \$25,000 (real estate and personal contents property), \$100,000 (bus fleet), \$250,000 (light rail fleet) and \$1,500,000 (roads, bridges and tunnels).
13. Verizon Wireless Data Service for Mobile Data Terminal/Automatic Vehicle Locator - Contract Award Approve
Action would authorize the CEO to execute MTS Doc. No. G1698.0-14 with Verizon Wireless for the provision of monthly cellular service and data usage for a contract base period of five (5) years with five (5) one year options to be exercised exclusively at the CEO's discretion.
14. California Department of Transportation (Caltrans) Program of Projects for Federal Transit Administration (FTA) Section 5311 Funding, Federal Fiscal Year 2014 Approve
Action would approve Resolution No.14-5 authorizing the use of and application for \$432,356 of FTA Section 5311 funds: \$287,000 for operating assistance and \$145,356 for capital improvements in non-urbanized areas.
15. Trapeze Software License and Maintenance Agreement (Paratransit and Mini-bus Services) Approve
Action would authorize the CEO to: 1) ratify Amendment Nos. 3 and 5 to MTS Document No. B0563.0-11 with Trapeze Software Group, Inc. (Trapeze) which were previously approved under the CEO's approval authority for a total cost of \$83,491.00; and 2) execute Amendment No. 6 to MTS Doc. No. B0563.0-11 with Trapeze Software License and Maintenance Agreement to consolidate all services under a single multi-year maintenance agreement totaling \$1,471,135.25.
16. Collaboration with Zizhu National Hi-Tech Industrial Development Zone (Minhang District of Shanghai, China) Approve
Action would approve MTS Doc. No. G1700.0-14 to execute an agreement with the Zizhu National Hi-tech Industrial Development Zone for an exchange of expertise and reimbursement of travel expenses.

CLOSED SESSION

- 24. a. CLOSED SESSION – CONFERENCE WITH LEGAL COUNSEL – Existing Litigation Pursuant to California Government Code Section 54956.9(A): Albert Miller v. SDTC (WCAB Case No. ADJ8593274) Possible Action
- b. CLOSED SESSION - CONFERENCE WITH LABOR NEGOTIATORS Pursuant to California Government Code Section 54957.6
Agency-Designed Representative: Jeff Stumbo
Employee Organization: International Brotherhood of Electrical Workers – Local 465
Employee Organization: Transit Enforcement Officers Association Possible Action
- c. CLOSED SESSION - CONFERENCE WITH REAL PROPERTY NEGOTIATORS Pursuant to California Government Code section 54956.8
Property: San Diego and Arizona Eastern (SD&AE) Railway Company Desert Line (Division to Plaster City)
Agency Negotiators: Karen Landers, General Counsel; Tim Allison, Manager of Real Estate Assets; and Paul Jablonski, Chief Executive Officer
Negotiating Parties: RD Griffin Partners LLC, David Rohal, Ernest Dahlman
Under Negotiation: Price and Terms of Payment. Possible Action

Oral Report of Final Actions Taken in Closed Session

NOTICED PUBLIC HEARINGS

- 25. None.

DISCUSSION ITEMS

- 30. Taxicab Contract Renewal (Sharon Cooney) Approve
Action would authorize the Board of Directors to adopt the principles for renewal of the taxicab administration contract with the City of San Diego.
- 31. United States Fish and Wildlife Service (FWS) Bayside Birding and Walking Trail Project; Construction and Maintenance Agreement (Karen Landers) Possible Action
Action would approve, reject or give direction to staff regarding negotiation of a Construction and Maintenance Agreement (CMA) for the FWS Bayside Birding and Walking Trail Project.

REPORT ITEMS

- 45. Update on Contract Services Fixed-Route Procurement (Bill Spraul and Jeff Codling) Informational

- 60. Chairman's Report Informational
- 61. Audit Oversight Committee Chairman's Report Informational
- 62. Chief Executive Officer's Report Informational
- 63. Board Member Communications
- 64. Additional Public Comments Not on the Agenda
If the limit of 5 speakers is exceeded under No. 3 (Public Comments) on this agenda, additional speakers will be taken at this time. If you have a report to present, please furnish a copy to the Clerk of the Board. Subjects of previous hearings or agenda items may not again be addressed under Public Comments.
- 65. Next Meeting Date: April 17, 2014 (Finance Workshop)
- 66. Adjournment



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Agenda Item No. 2a

MEETING OF THE METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

March 20, 2014

SUBJECT:

FISCAL YEAR 2015 CAPITAL IMPROVEMENT PROGRAM (MIKE THOMPSON)

RECOMMENDATION:

That the Board of Directors:

1. approve the fiscal year 2015 Capital Improvement Program (CIP) with the estimated federal and nonfederal funding levels (Attachments A and B). As the federal appropriation figures are finalized and/or other project funding sources become available, allow the Chief Executive Officer (CEO) to identify and adjust projects for the adjusted funding levels;
2. recommend that the San Diego Association of Governments (SANDAG) Board of Directors approve the submittal of Federal Section 5307 and 5337 applications for the MTS fiscal year 2015 CIP (shown in Attachment A);
3. approve the transfer of \$357,409 from previous CIP projects to the fiscal year 2015 CIP; and
4. recommend that the SANDAG Board of Directors approve amendment number 14 of the 2012 Regional Transportation Improvement Program (RTIP) in accordance with the fiscal year 2015 CIP recommendations.

Budget Impact

The total estimated funding for fiscal year 2015 is \$170.7 million (Attachment A). After the utilization of \$57.5 million in preventative maintenance, \$8.2 million for Americans with Disabilities Act (ADA) preventative maintenance (funding the fiscal year 2014 operating budget), funding for SANDAG planning studies totaling \$958,000, \$104.1 million is available for capital projects.

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Metropolitan Transit System (MTS) is a California public agency comprised of San Diego Transit Corp., San Diego Trolley, Inc., San Diego and Arizona Eastern Railway Company (nonprofit public benefit corporations), and San Diego Vintage Trolley, Inc., a 501(c)(3) nonprofit corporation, in cooperation with Chula Vista Transit. MTS is the taxicab administrator for seven cities. MTS member agencies include the cities of Chula Vista, Coronado, El Cajon, Imperial Beach, La Mesa, Lemon Grove, National City, Poway, San Diego, Santee, and the County of San Diego.



DISCUSSION:

Federal Funding

On July 6, 2012, President Obama signed the Moving Ahead for Progress in the 21st Century (MAP-21) legislation, reauthorizing surface transportation programs through fiscal year 2015. MAP-21 establishes the legal authority to commence and continue FTA programs. Each reauthorization amends the Federal Transit Laws codified in 49 USC Chapter 53. MAP-21 took effect on October 1, 2012.

MAP-21 supersedes Safe, Accountable, Flexible and Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), the previous legislation to fund FTA programs.

MAP-21 provides for the following funding streams MTS commonly receives:

- 5307 Urban Area Formula Grants for capital improvements and preventative maintenance
- 5311 Formula Grants for Rural Areas for capital improvements and to supplement operating costs
- 5337 State of Good Repair Funding for capital improvements and preventative maintenance
- 5339 Bus and Bus Facilities Funding for capital improvements

The fiscal year 2015 MTS CIP (Attachments A and B) will serve as the basis for the federal formula grant applications. The FTA requires submission of grant applications to obligate annual appropriations under Sections 5307, 5337, and 5339. The funding levels for each section (as indicated in Attachment A) are estimates.

As the region's Metropolitan Planning Organization (MPO), SANDAG apportions the 5307, 5337, and 5339 formula funds between MTS and the North County Transit District (NCTD) based on service area populations. Prior to the apportionments, SANDAG deducts funds from Section 5307 for funding the region's vanpool program. MTS receives approximately 70 percent while NCTD receives approximately 30 percent of these federal formula funds.

Section 5307 Urbanized Area Formula Program is a block grant program in which each urbanized area over 50,000 in population receives financial assistance to provide public transit. The formula for determining each metropolitan area's share of funds is based on an urbanized area's population, population density, levels of existing fixed-guideway service, and levels of existing bus service and ridership. The Section 5307 program is designed to meet routine capital needs and may not be used for operating assistance. However, the Transportation Equity Act for the 21st Century (TEA-21) expanded the definition of capital to include preventative maintenance, thereby, in effect, mitigating the relative lack of federal assistance for operations. In addition to the expanded definition of capital, the Section 5307 Urbanized Area Formula Program also allows for a maximum of 10 percent of the allocation to support operations of ADA complementary paratransit service.

For federal fiscal year 2014, the estimated allocation for the MTS Section 5307 program is \$41.0 million, which would be matched with local funds of \$10.3 million. This program would provide an estimated \$51.3 million to fund MTS's fiscal year 2015 CIP.

Section 5337 is a new formula-based State of Good Repair program dedicated to repairing and upgrading the nation's rail transit systems along with high-intensity motor bus systems that use high-occupancy vehicle lanes, including bus rapid transit (BRT). Section 5337 includes funding previously provided through section 5309 Fixed Guideway Rail Modernization Formula Program. Projects are limited to replacement and rehabilitation or capital projects required to maintain public transportation systems in a state of good repair.

Section 5337 SGR funds are allocated on a formula basis to rail systems that have been in operation for at least seven years. For federal fiscal year 2014, the Section 5337 funds MTS allocation estimate is \$22.1 million and will be matched with local funds of \$5.5 million. The program will provide an estimated \$27.6 million to fund MTS's fiscal year 2015 CIP.

Section 5339 funding provides capital funding to replace, rehabilitate and purchase buses and related equipment and to construct bus-related facilities. For federal fiscal year 2014, the Section 5339 funds MTS allocation estimate is \$3.5 million and will be matched with local funds of \$900,000. The program will provide an estimated \$4.4 million to fund MTS's fiscal year 2015 CIP.

The FTA funding is structured on a reimbursement basis (after expenses are incurred). Local funding (Transportation Development Act (TDA)/ State Transit Assistance (STA) /TransNet) is scheduled at the beginning of each fiscal year and received on a monthly basis. In many situations, local funds are received before expenses are incurred.

Local Match

The local match for CIP projects will come from the pooled transit finances for the MTS region. While it is likely that the actual funds used would be TDA funds, final decisions on the matching source would be made during the fiscal year 2015 CIP implementation process in order to maximize the availability and flexibility of funding.

Other Revenue

MTS receives State Transit Assistance (STA) funding from the Public Transportation Act, which derives its revenue from the state sales tax on diesel fuels. The estimated STA funding for fiscal year 2015 is \$14.4 million.

Additionally, MTS anticipates receiving its apportionment of \$2.8 million in Proposition 1B – Transit Security Grant Program (TSGP) for fiscal year 2015. This funding was authorized by the California Highway Safety, Traffic Reduction, Air Quality and Port Security Bond Act of 2006, which was approved by the voters as Proposition 1B at the November 7, 2006 general election. It authorized the issuance of general obligation bonds for specified purposes, including grants for transit system safety, security and disaster response projects.

Prior to finalizing the recommendation, all previously budgeted capital projects were reviewed to identify certain projects that may have been delayed or completed under budget to be sure that deserving new projects do not go unfunded while prior-year capital programming remains tied up and unused. As a result of this review, MTS staff identified and transferred \$357,000 to the fiscal year 2015 CIP.

Development of the MTS Fiscal Year 2015 CIP

The CIP process began in October 2013 with the call for projects. The recommended CIP assumes funding \$57.5 million for preventative maintenance, \$8.2 million for ADA preventative maintenance, and \$958,000 in SANDAG planning studies. The remaining submitted projects compete for the balance of available funding. The list of projects is also subject to an analysis based on social equity principles. This process assures that the benefits and burdens of transit investment are shared equitably throughout the MTS service area. A series of maps are used to detail the results of this analysis.

A meeting of the Capital Projects Review Committee (CPRC) was held to review the project list and to develop a CIP recommendation for fiscal year 2015. In accordance with the Capital Projects Selection Process, the CPRC is comprised of representatives from MTS Bus, MTS Rail, MTS Administration, Chula Vista Transit (CVT), and SANDAG. Each CPRC member was responsible for submitting the capital requests for its division, agency, or city. The CPRC reviewed and approved the prioritization of those capital requests.

The capital project list (Attachment B) represents the five-year, unconstrained need for the MTS operators. Each MTS agency submitted its capital project requests in priority order, and the lists were consolidated for review by the CPRC. The CPRC reviewed the projects in the context of their impact on operations and determined the most critical projects to fund this year. The remaining projects were deferred; however, it is recognized that the continued deferral of some projects could have negative impacts on system infrastructure in future years.

Of the \$104.1 million available after preventative maintenance and SANDAG planning studies, \$40.7 million (or 39 percent) has been dedicated to Rail infrastructure related projects, \$26.3 million (or 25 percent) has been dedicated to Bus revenue vehicles, and \$24.3 million (or 23 percent) has been dedicated to Rail revenue vehicles. The table below is a summary of the CPRC recommendations, the major categories that are proposed to be funded, and the percentage of total available funding. A full listing of projects with respective funding levels is available within Attachment B.

| Capital Project Categories | Funding (000s) | % of Total |
|--|---------------------------|-------------------|
| Rail Infrastructure | \$ 40,711 | 39% |
| Revenue Vehicles - Bus | 26,360 | 25% |
| Revenue Vehicles - Rail | 24,317 | 23% |
| Major Facility & Construction Projects | 6,952 | 7% |
| Information Technology | 1,717 | 2% |
| LRV Components | 1,110 | 1% |
| Other Equipment & Installations | 2,900 | 3% |
| Grand Total | \$ 104,067 | 100% |

Five-Year Capital Program Projections

Attachment C summarizes a high-level look at the five-year capital program. The federal 5307 and 5337 funding levels are projected to decrease by 1.0 percent for fiscal year 2016 and hold flat through 2019. Cumulative total capital needs for the five-year period exceed the available projected funding levels. Total project needs over the five-year

term are projected to be \$441.6 million. Projected deficits from fiscal year 2015 to fiscal year 2019 total \$97.0 million. The ratio of total funding to total capital needs over the five-year term is projected at 78.0 percent.



Paul C. Jablonski
Chief Executive Officer

Key Staff Contact: Sharon Cooney, 619.557.4513, Sharon.Cooney@sdmts.com

- Attachments:
- A. Fiscal Year 2015 Funding Sources
 - B. Fiscal Year 2015 Capital Improvement Projects List
 - C. Funding Compared to Capital Needs for Fiscal Years 2015 - 2019

**San Diego Metropolitan Transit System
FY 2015 Funding Sources (\$000s)**

| Funding Description | FY15 |
|---|--------------------|
| Federal FY14 - 5307 Funding Estimate | \$ 40,975 |
| Federal FY14 - 5337 Funding Estimate | 22,055 |
| Federal FY14 - 5339 Funding Estimate | 3,522 |
| Transportation Development Act (TDA) | 48,928 |
| Proposition 1B | 37,076 |
| Proposition 1B - Security | 2,779 |
| California State Transit Assistance (STA) | 14,400 |
| Other (Transfers, 5311, SD&AE) | 984 |
| Total Available Funding | \$ 170,720 |
| Preventive Maintenance - Federal 5307 | \$ (23,945) |
| Preventive Maintenance - Federal 5337 | (22,055) |
| Preventive Maintenance - FY15 TDA Match | (11,500) |
| ADA Preventive Maintenance - Federal 5307 | (4,097) |
| ADA Preventive Maintenance - FY15 TDA Match | (4,097) |
| SANDAG Planning Study - Federal 5307 | (767) |
| SANDAG Planning Study - FT14 TDA Match | (192) |
| Total Preventative Maintenance/SANDAG Planning | \$ (66,653) |
| Available Funding for FY 15 Capital Program | \$ 104,067 |

| Project Description | Funding Thru FY 2014 | FY 2015 Funded | FY 2015 Unfunded | FY 2016 | FY 2017 | FY 2018 | FY 2019 | Budget FY15 - FY19 |
|---|-------------------------|-------------------|---------------------|---------|---------|---------|---------|-----------------------|
| Bus Replacement | 44,095 | 23,579 | - | 29,000 | 26,377 | 23,299 | 23,218 | 125,473 |
| LRV Procurement | 144,325 | 15,317 | - | - | - | - | - | 15,317 |
| SD100 Replacement | - | 9,000 | 18,000 | 27,000 | 27,000 | 27,000 | 27,000 | 135,000 |
| Orange and Blue Line Platforms | - | 7,946 | - | - | - | - | - | 7,946 |
| Orange and Blue Line Traction Power Substations (TPSS) | - | 7,326 | - | - | - | - | - | 7,326 |
| RTMS Expansion | 3,939 | 5,942 | - | - | - | - | - | 5,942 |
| Blue Line Station Rehab | - | 4,439 | - | - | - | - | - | 4,439 |
| Green Line Communication System Upgrade | - | 4,170 | - | - | - | - | - | 4,170 |
| Main Line Drainage (Hill Street) | 3,394 | 3,000 | - | - | - | - | - | 3,000 |
| Para-Transit Vehicles | 8,686 | 2,781 | - | - | 2,623 | 2,701 | 2,782 | 10,887 |
| OCS Insulator/Catch Cable Replacement | 1,841 | 2,485 | - | 1,603 | - | - | - | 4,088 |
| Orange Line Signal System Interface Upgrade | 12,231 | 2,431 | - | - | - | - | - | 2,431 |
| Substation DC Feeder Breaker Replacement (Implementation) | - | 1,700 | - | 2,300 | 2,300 | - | - | 6,300 |
| Orange and Blue Line Communications System | - | 1,510 | - | - | - | - | - | 1,510 |
| Network Switches and Comm Cabinets Upgrade | - | 1,500 | - | - | - | - | - | 1,500 |
| Fashion Valley Second Elevator | 150 | 1,010 | - | - | - | - | - | 1,010 |
| SD100 Buffer/Coupler Overhaul | 1,133 | 1,000 | - | 2,212 | - | - | - | 3,212 |
| Grade Crossing Replacements | - | 980 | - | 1,000 | 1,000 | 1,000 | 1,000 | 4,980 |
| System-wide CCTV | - | 787 | - | 1,098 | - | - | - | 1,885 |
| Behavior Recognition System (BRS) | - | 667 | - | 500 | 500 | - | - | 1,667 |
| Network Infrastructure | 1,240 | 554 | - | 50 | 25 | 25 | 200 | 854 |
| Orange and Blue Line Project Management | - | 538 | - | - | - | - | - | 538 |
| Design & Upgrades (Rio Vista/Morena Wall Buttress) | - | 500 | - | 1,000 | - | - | - | 1,500 |
| Wireless Infrastructure | 400 | 414 | - | 414 | - | - | - | 828 |
| Orange & Green Line Print Verification / Event recorders | 850 | 368 | - | 256 | - | - | - | 624 |
| Green Line Entry Monument Signs | - | 300 | - | - | - | - | - | 300 |
| Misc. Capital | 1,250 | 250 | - | - | - | - | - | 250 |
| Cubic Maintenance Server Replacement | - | 250 | - | - | - | - | - | 250 |
| SDSU Fire System Design & Installation | - | 250 | - | - | - | - | - | 250 |
| EI Cajon & 8th Street Bridge Abutment Repairs (Design) | - | 250 | - | - | - | - | - | 250 |
| Crossing Diamond at Broadway | - | 250 | - | - | - | - | - | 250 |
| Enterprise Data Warehouse | - | 202 | - | - | - | - | - | 202 |
| Kronos Upgrade Project | - | 201 | - | - | - | - | - | 201 |
| Compass Card Back Office | - | 200 | - | - | - | - | - | 200 |
| LRV Fall Protection | - | 200 | - | - | - | - | - | 200 |
| Rail Lubricators | - | 185 | - | - | - | - | - | 185 |
| SharePoint Intranet | - | 161 | - | - | - | - | - | 161 |
| SD8 Brake Tooling | - | 160 | - | - | - | - | - | 160 |
| MCS Campo Rural Bus Parking Lot and Fencing | - | 144 | - | - | - | - | - | 144 |
| IAD Bus Wash Replacement | 450 | 125 | - | - | - | - | - | 125 |
| SDMTS Website Redesign | - | 110 | - | - | - | - | - | 110 |
| CPD Perimeter Fence Replacement | - | 100 | - | - | - | - | - | 100 |
| Station CCTV Upgrade | 1,050 | 100 | - | - | - | - | - | 100 |
| IAD Dispatch and Crew Room Upgrades | - | 95 | - | - | - | - | - | 95 |
| Trolley Station Cleaning Equipment | 150 | 85 | - | - | - | - | - | 85 |
| Cyber Security Project | 75 | 75 | - | - | - | - | - | 75 |
| Compressor Replacement | - | 62 | - | - | - | - | - | 62 |
| Building "C" AC unit & SDSU AC Upgrade (Design) | - | 60 | - | - | - | - | - | 60 |

| Project Description | Funding Thru FY 2014 | FY 2015 Funded | FY 2015 Unfunded | FY 2016 | FY 2017 | FY 2018 | FY 2019 | Budget FY15 - FY19 |
|--|-------------------------|-------------------|---------------------|------------------|------------------|------------------|------------------|-----------------------|
| S70 (SD7) Reverse Seating | - | 60 | - | - | - | - | - | 60 |
| ADA and Rural Radio Replacement | 420 | 50 | - | - | - | - | - | 50 |
| S70 Center Truck Axle Bearing Tooling/Training | - | 50 | - | - | - | - | - | 50 |
| Baltimore Power Switch Replacement | - | 46 | - | - | - | - | - | 46 |
| Wood Chipper | - | 44 | - | - | - | - | - | 44 |
| Scissor Lift | - | 42 | - | - | - | - | - | 42 |
| Electric Utility Vehicle | - | 17 | - | - | - | - | - | 17 |
| C Yard Track Expansion | - | - | 4,693 | - | - | - | - | 4,693 |
| Orange Line Parking Lots | - | - | 500 | - | - | - | - | 500 |
| Compass Card - CPOS Replacements | - | - | 400 | - | - | - | - | 400 |
| Euclid Crossing Equipment | - | - | 362 | - | - | - | - | 362 |
| Transit Service Trucks | - | - | 250 | 250 | 250 | - | 250 | 1,000 |
| Signal Case Fencing | - | - | 35 | - | - | - | - | 35 |
| Copier Replacement | - | - | 20 | 20 | 20 | 20 | 20 | 100 |
| Transit Facility | - | - | - | 10,000 | 20,000 | 15,000 | 5,000 | 50,000 |
| Bus Shelter | 2,270 | - | - | 2,300 | 2,300 | - | - | 4,600 |
| Replace S70 (3000) Bode ADA Ramps w/ IFE | - | - | - | 1,540 | - | - | - | 1,540 |
| University Crossing Design & Equipment | - | - | - | 350 | - | - | - | 350 |
| IAD/KMD Tire Shop Canopy | - | - | - | 280 | - | - | - | 280 |
| IAD/KMD Yard Camera Replacement | - | - | - | 250 | - | - | - | 250 |
| IAD Gas Detection System Replacement | - | - | - | 125 | - | - | - | 125 |
| Building C Shop Door Hinge Replacement | - | - | - | 100 | - | - | - | 100 |
| Replace Wiggins Forklift | - | - | - | 100 | - | - | - | 100 |
| CPD Roof Replacement | - | - | - | 50 | - | - | - | 50 |
| Compass Card - NexFare upgrade | - | - | - | - | - | 10,000 | - | 10,000 |
| SBMF Fuel Tank and Service Lanes Upgrade | - | - | - | - | 200 | 1,200 | - | 1,400 |
| LRV Remote Diagnostic System (128 LRVs) | - | - | - | - | 3,840 | - | - | 3,840 |
| SD8 Brake Overhaul | - | - | - | - | 1,300 | 1,300 | - | 2,600 |
| SD7 Truck Overhaul | - | - | - | - | - | - | 2,750 | 2,750 |
| Project Totals | \$ 227,949 | \$ 104,067 | \$ 24,260 | \$ 81,798 | \$ 87,735 | \$ 81,545 | \$ 62,220 | \$ 441,624 |

**San Diego Metropolitan Transit System
Funding Compared to Capital Needs (\$000s)
Fiscal Years 2015-2019**

| | Proposed FY15 | Projected FY16 | Projected FY17 | Projected FY18 | Projected FY19 | Total FY15 to FY19 |
|--|--------------------|--------------------|--------------------|--------------------|--------------------|-----------------------|
| Total Revenues | | | | | | |
| Recurring Dedicated CIP Revenues | \$ 115,480 | \$ 110,191 | \$ 110,191 | \$ 110,191 | \$ 110,191 | \$ 556,244 |
| Other Non Recurring Revenues | 55,239 | 17,179 | 17,179 | 17,179 | 14,400 | 121,178 |
| Total Capital Revenues | 170,720 | 127,370 | 127,370 | 127,370 | 124,591 | 677,421 |
| Less: "Off the Top" Expenses | | | | | | |
| SANDAG Planning Studies | \$ (958) | \$ (958) | \$ (958) | \$ (958) | \$ (958) | \$ (4,791) |
| ADA Preventative Maintenance | (8,195) | (8,072) | (8,072) | (8,072) | (8,072) | (40,485) |
| Preventative Maintenance | (57,500) | (57,500) | (57,500) | (57,500) | (57,500) | (287,500) |
| Total "Off The Top" Expenses | (66,653) | (66,531) | (66,531) | (66,531) | (66,531) | (332,776) |
| Less: Shifted to Operations | | | | | | |
| TDA to Operations | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| STA to Operations | - | - | - | - | - | - |
| Total Shifted To Operations | - | - | - | - | - | - |
| Adjusted Available CIP Revenues | \$ 104,067 | \$ 60,840 | \$ 60,840 | \$ 60,840 | \$ 58,060 | \$ 344,646 |
| Total Project Needs | 128,326 | 81,798 | 87,735 | 81,545 | 62,220 | 441,624 |
| Total Deficit | \$ (24,260) | \$ (20,958) | \$ (26,895) | \$ (20,705) | \$ (4,160) | \$ (96,979) |
| % of Funding / Needs | 81.1% | 74.4% | 69.3% | 74.6% | 93.3% | 78.0% |
| Accumulated Deficit | \$ (24,260) | \$ (45,218) | \$ (72,114) | \$ (92,819) | \$ (96,979) | |



Metropolitan Transit System

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Agenda Item No. 2b

MEETING OF THE METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

March 20, 2014

SUBJECT:

MTS: FY 2014 MIDYEAR ADJUSTMENT (MIKE THOMPSON)

RECOMMENDATION:

That the Board of Directors:

Enact Resolution No. 14-3 (Attachment O) amending the fiscal year 2014 operating budget for MTS, San Diego Transit Corporation (SDTC), San Diego Trolley, Inc. (SDTI), MTS Contract Services, Chula Vista Transit, and the Coronado Ferry, including using any excess revenues over expenses to increase contingency reserves.

Budget Impact

The action will amend the fiscal year operating 2014 budget.

DISCUSSION:

Combined MTS FY 2014 Midyear Adjustment

Revenues. Passenger fare revenues will result in a \$1,578,000 favorable midyear adjustment primarily due to an increase in passenger volume the agency has experienced so far this fiscal year. Through December 2013, year-to-date ridership is up 9.2% compared to the original FY 2014 budget, while average fares are down 7.4%.

Advertising revenues are projected to increase by approximately \$405,000. This revenue increase is attributed to a rebounding advertising market.

Other revenue is projected to increase \$1,499,000. This is primarily due to higher than expected admin fee revenue from Compass Card sales.

Non-operating revenues will produce a \$1,100,000 unfavorable midyear adjustment. This is primarily due to decreased fuel sales tax generated revenues, which impacts MTS's share of State Transit Assistance (STA) revenues. The projected trend in STA revenues for fiscal year 2014 results in an unfavorable midyear adjustment of \$1,336,000.



Other midyear adjustments include:

- \$280,000 in Other State revenue for additional Medi-Cal reimbursement;
- All other adjustments totaled a decrease of \$108,000.

In total, consolidated revenues will yield in a \$2,383,000 favorable midyear adjustment.

Expenses. Total consolidated operating expenses will produce a \$559,000 unfavorable midyear adjustment.

Personnel-related expenses will yield a \$1,638,000 favorable midyear adjustment. These adjustments include a decrease in labor expenses of \$430,000 primarily due to operator and administrative wages, and a decrease in fringe expenses of \$1,208,000, primarily due to changes to budgetary assumptions for personnel cost recovery and overhead reimbursement (\$1,283,000).

Total outside services will produce an unfavorable midyear adjustment of \$424,000. This is partially due to increased costs within purchased transportation costs (\$156,000), due to higher than expected demand for ADA Paratransit services. There were also additional costs within repair and maintenance services (\$260,000) and other outside services (\$278,000), which were partially offset by favorable variances in engine and transmission expenses (\$192,000) and security expenses (\$78,000).

Staff projects an unfavorable midyear adjustment of \$742,000 for materials and supplies expenses due to increased revenue vehicle parts costs within Rail Operations.

A total unfavorable increase in energy for the 2014 fiscal year is \$240,000. This is primarily due to increased traction power costs caused by increased rates and higher usage than expected. The increase will be partially offset by lower than expected expenses for natural gas, diesel and gasoline. The amended rates are as follows:

| | Original FY14 | Amended FY14 |
|-------------|----------------------|---------------------|
| CNG | \$0.83 | \$0.84 |
| Diesel | \$3.42 | \$3.28 |
| Gasoline | \$3.40 | \$3.25 |
| Electricity | \$0.171 | \$0.176 |

Risk management costs will produce an unfavorable midyear adjustment of \$562,000 due to increased liability expenses within bus operations.

General and administrative costs will produce an unfavorable midyear adjustment of \$344,000. This is primarily due to costs within the Compass Card budget that were previously budgeted within Outside Services.

Debt service produced no midyear adjustment.

Vehicle/facility leases will result in a favorable midyear adjustment of \$115,000 due to rent adjustment at Copley.

Net income. In total, the increases to revenues and expenses produce a \$1.8 million favorable variance as detailed below.

| | Original FY14 | Amended FY14 | \$ Change | % Change |
|------------------------|------------------|-----------------|--------------|-------------|
| Operating Revenues | \$ 101,402 | \$ 104,885 | \$ 3,482 | 3.4% |
| Non-operating Revenues | 140,381 | 139,281 | (1,100) | -0.8% |
| Recurring Expenses | \$ 241,783 | \$ 244,166 | \$ 2,383 | 1.0% |
| Operating Expenses | 248,197 | 248,756 | 559 | 0.2% |
| Net Operating Deficit | \$ (6,413) | \$ (4,589) | \$ 1,824 | -28.4% |
| Non-recurring Revenues | 6,413 | 6,413 | - | 0.0% |
| Net Income | \$ (0) | \$ 1,824 | \$ 1,824 | |

Staff recommends this \$1.8M excess revenues over expenses be utilized to increase the contingency reserve balance.

The FY 2014 amended budget is detailed in the following attachments:

- Attachment A provides the total combined MTS consolidated midyear budget adjustments.
- Attachment B includes the total combined administrative proposed adjustments.
- Attachment C provides the total combined other activities proposed adjustments.
- Attachment D supplies the combined operating budget adjustments.
- Attachments E - K provide supporting operating adjustments for each individual operator.
- Attachment L supplies the non-operating funding sources by activity and type.
- Attachment M and N supplies the amended position information in a summary and detailed format.
- Attachment O supplies the Board Resolution No. 14-3



Paul C. Jablonski
Chief Executive Officer

Key Staff Contact: Sharon Cooney, 619.557.4513, Sharon.Cooney@sdmts.com

- Attachments:
- A. Operating Budget – Consolidated
 - B. Operating Budget – Consolidated Administration
 - C. Operating Budget – Consolidated Other Activities
 - D. Operating Budget – Consolidated Operations
 - E.-K. Operating Budgets by Operator
 - L. Non-Operating Funding Sources by Activity
 - M. Position Information Summary
 - N. Position Information Detail
 - O. Board Resolution No. 14-3

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
OPERATING BUDGET - CONSOLIDATED
FISCAL YEAR 2014**

| | ACTUAL FY13 | ORIGINAL BUDGET FY14 | AMENDED BUDGET FY14 | \$ CHANGE AMENDED/ ORIGINAL | % CHANGE AMENDED/ ORIGINAL |
|---|----------------------|----------------------------|---------------------------|-----------------------------------|----------------------------------|
| OPERATING REVENUE | | | | | |
| PASSENGER REVENUE | 93,493,239 | 95,312,025 | 96,890,066 | 1,578,042 | 1.7% |
| ADVERTISING REVENUE | 972,189 | 720,000 | 1,125,000 | 405,000 | 56.3% |
| CONTRACT SERVICE REVENUE | 900 | - | - | - | - |
| OTHER INCOME | 4,963,102 | 5,370,360 | 6,869,720 | 1,499,360 | 27.9% |
| TOTAL OPERATING REVENUES | 99,429,430 | 101,402,385 | 104,884,786 | 3,482,402 | 3.4% |
| NON OPERATING REVENUE | | | | | |
| SUBSIDY REVENUE | 146,479,470 | 146,223,449 | 145,167,600 | (1,055,850) | -0.7% |
| RESERVE REVENUE | 5,164,913 | 148,192 | 212,633 | 64,441 | 43.5% |
| OTHER INCOME | 1,026,058 | 422,596 | 314,431 | (108,165) | -25.6% |
| TOTAL NON OPERATING REVENUE | 152,670,441 | 146,794,237 | 145,694,664 | (1,099,573) | -0.7% |
| TOTAL COMBINED REVENUES | 252,099,871 | 248,196,622 | 250,579,450 | 2,382,828 | 1.0% |
| OPERATING EXPENSES | | | | | |
| LABOR EXPENSES | 66,746,874 | 68,536,547 | 68,106,348 | (430,199) | -0.6% |
| FRINGE EXPENSES | 57,427,800 | 49,058,857 | 47,850,683 | (1,208,173) | -2.5% |
| TOTAL PERSONNEL EXPENSES | 124,174,674 | 117,595,403 | 115,957,031 | (1,638,372) | -1.4% |
| SECURITY EXPENSES | 6,437,793 | 7,031,169 | 6,953,380 | (77,789) | -1.1% |
| REPAIR/MAINTENANCE SERVICES | 3,697,491 | 4,068,831 | 4,328,660 | 259,828 | 6.4% |
| ENGINE AND TRANSMISSION REBUILD | 1,055,660 | 1,390,000 | 1,197,995 | (192,005) | -13.8% |
| OTHER OUTSIDE SERVICES | 5,625,323 | 8,225,040 | 8,502,725 | 277,685 | 3.4% |
| PURCHASED TRANSPORTATION | 56,253,336 | 58,809,394 | 58,965,333 | 155,940 | 0.3% |
| TOTAL OUTSIDE SERVICES | 73,069,601 | 79,524,434 | 79,948,093 | 423,659 | 0.5% |
| LUBRICANTS | 418,608 | 413,833 | 436,862 | 23,029 | 5.6% |
| TIRES | 867,891 | 940,839 | 940,313 | (526) | -0.1% |
| OTHER MATERIALS AND SUPPLIES | 7,190,632 | 7,469,036 | 8,188,594 | 719,557 | 9.6% |
| TOTAL MATERIALS AND SUPPLIES | 8,477,131 | 8,823,708 | 9,565,769 | 742,061 | 8.4% |
| DIESEL FUEL | 7,449,872 | 7,771,219 | 7,411,678 | (359,541) | -4.6% |
| CNG | 6,281,460 | 7,226,437 | 6,984,088 | (242,350) | -3.4% |
| TRACTION POWER | 6,688,307 | 7,220,000 | 7,900,000 | 680,000 | 9.4% |
| UTILITIES | 3,009,183 | 3,134,537 | 3,296,927 | 162,390 | 5.2% |
| TOTAL ENERGY | 23,428,822 | 25,352,193 | 25,592,692 | 240,499 | 0.9% |
| RISK MANAGEMENT | 3,344,477 | 4,308,368 | 4,870,418 | 562,050 | 13.0% |
| GENERAL AND ADMINISTRATIVE | 2,027,398 | 1,828,595 | 2,172,997 | 344,402 | 18.8% |
| DEBT SERVICE | 9,777,520 | 9,542,576 | 9,542,576 | - | 0.0% |
| VEHICLE / FACILITY LEASE | 1,170,617 | 1,221,344 | 1,106,062 | (115,282) | -9.4% |
| TOTAL OPERATING EXPENSES | 245,470,241 | 248,196,622 | 248,755,638 | 559,016 | 0.2% |
| NET OPERATING SUBSIDY | (146,040,811) | (146,794,237) | (143,870,852) | 2,923,385 | 2.0% |
| OVERHEAD ALLOCATION | - | - | (0) | (0) | - |
| ADJUSTED NET OPERATING SUBSIDY | (146,040,811) | (146,794,237) | (143,870,853) | 2,923,385 | 2.0% |
| TOTAL REVENUES LESS TOTAL EXPENSES | 6,629,630 | (0) | 1,823,811 | 1,823,812 | 0.0% |

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
CONSOLIDATED ADMINISTRATION
OPERATING BUDGET - CONSOLIDATED
FISCAL YEAR 2014**

| | ACTUAL FY13 | ORIGINAL BUDGET FY14 | AMENDED BUDGET FY14 | \$ CHANGE AMENDED/ ORIGINAL | % CHANGE AMENDED/ ORIGINAL |
|---|---------------------|----------------------------|---------------------------|-----------------------------------|----------------------------------|
| OPERATING REVENUE | | | | | |
| PASSENGER REVENUE | - | - | - | - | - |
| ADVERTISING REVENUE | 972,189 | 720,000 | 1,125,000 | 405,000 | 56.3% |
| CONTRACT SERVICE REVENUE | - | - | - | - | - |
| OTHER INCOME | 3,342,347 | 3,775,360 | 5,180,720 | 1,405,360 | 37.2% |
| TOTAL OPERATING REVENUES | 4,314,536 | 4,495,360 | 6,305,720 | 1,810,360 | 40.3% |
| NON OPERATING REVENUE | | | | | |
| SUBSIDY REVENUE | 6,127,240 | 140,000 | 1,963,811 | 1,823,811 | 1302.7% |
| RESERVE REVENUE | - | - | - | - | - |
| OTHER INCOME | 7,504,923 | 7,566,990 | 7,566,990 | - | 0.0% |
| TOTAL NON OPERATING REVENUE | 13,632,163 | 7,706,990 | 9,530,801 | 1,823,811 | 23.7% |
| TOTAL COMBINED REVENUES | 17,946,699 | 12,202,350 | 15,836,521 | 3,634,171 | 29.8% |
| OPERATING EXPENSES | | | | | |
| LABOR EXPENSES | 10,102,550 | 10,998,781 | 10,944,591 | (54,190) | -0.5% |
| FRINGE EXPENSES | 6,336,887 | 6,740,335 | 6,308,412 | (431,923) | -6.4% |
| TOTAL PERSONNEL EXPENSES | 16,439,437 | 17,739,117 | 17,253,003 | (486,113) | -2.7% |
| SECURITY EXPENSES | 6,327,391 | 6,939,169 | 6,843,380 | (95,789) | -1.4% |
| REPAIR/MAINTENANCE SERVICES | 56,558 | 80,911 | 54,345 | (26,566) | -32.8% |
| ENGINE AND TRANSMISSION REBUILD | - | - | - | - | - |
| OTHER OUTSIDE SERVICES | 3,796,529 | 6,080,169 | 6,265,891 | 185,723 | 3.1% |
| PURCHASED TRANSPORTATION | - | - | - | - | - |
| TOTAL OUTSIDE SERVICES | 10,180,478 | 13,100,249 | 13,163,616 | 63,368 | 0.5% |
| LUBRICANTS | - | - | - | - | - |
| TIRES | 5,633 | 8,000 | 8,000 | - | 0.0% |
| OTHER MATERIALS AND SUPPLIES | 7,821 | 16,423 | 10,255 | (6,168) | -37.6% |
| TOTAL MATERIALS AND SUPPLIES | 13,453 | 24,423 | 18,255 | (6,168) | -25.3% |
| DIESEL FUEL | 162,922 | 173,250 | 174,950 | 1,700 | 1.0% |
| CNG | - | - | - | - | - |
| TRACTION POWER | - | - | - | - | - |
| UTILITIES | 541,569 | 507,720 | 563,600 | 55,880 | 11.0% |
| TOTAL ENERGY | 704,491 | 680,970 | 738,550 | 57,580 | 8.5% |
| RISK MANAGEMENT | 341,444 | 434,610 | 341,082 | (93,527) | -21.5% |
| GENERAL AND ADMINISTRATIVE | 1,587,056 | 1,441,345 | 1,736,474 | 295,129 | 20.5% |
| DEBT SERVICE | 8,229,342 | 8,303,694 | 8,303,694 | - | 0.0% |
| VEHICLE/ FACILITY LEASE | 265,052 | 266,905 | 283,648 | 16,743 | 6.3% |
| TOTAL OPERATING EXPENSES | 37,760,753 | 41,991,312 | 41,838,323 | (152,989) | -0.4% |
| NET OPERATING SUBSIDY | (33,446,217) | (37,495,952) | (35,532,603) | 1,963,349 | 5.2% |
| OVERHEAD ALLOCATION | 26,443,683 | 29,788,962 | 27,825,613 | (1,963,349) | -6.6% |
| ADJUSTED NET OPERATING SUBSIDY | (7,002,533) | (7,706,990) | (7,706,990) | (0) | 0.0% |
| TOTAL REVENUES LESS TOTAL EXPENSES | 6,629,629 | - | 1,823,811 | 1,823,811 | 0.0% |

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
CONSOLIDATED OTHER ACTIVITIES
OPERATING BUDGET - CONSOLIDATED
FISCAL YEAR 2014**

| | ACTUAL FY13 | ORIGINAL BUDGET FY14 | AMENDED BUDGET FY14 | \$ CHANGE AMENDED/ ORIGINAL | % CHANGE AMENDED/ ORIGINAL |
|---|------------------|----------------------------|---------------------------|-----------------------------------|----------------------------------|
| OPERATING REVENUE | | | | | |
| PASSENGER REVENUE | - | - | - | - | - |
| ADVERTISING REVENUE | - | - | - | - | - |
| CONTRACT SERVICE REVENUE | - | - | - | - | - |
| OTHER INCOME | 1,043,568 | 1,010,000 | 1,000,000 | (10,000) | -1.0% |
| TOTAL OPERATING REVENUES | 1,043,568 | 1,010,000 | 1,000,000 | (10,000) | -1.0% |
| NON OPERATING REVENUE | | | | | |
| SUBSIDY REVENUE | - | - | - | - | - |
| RESERVE REVENUE | 164,913 | 148,192 | 212,633 | 64,441 | 43.5% |
| OTHER INCOME | - | - | - | - | - |
| TOTAL NON OPERATING REVENUE | 164,913 | 148,192 | 212,633 | 64,441 | 43.5% |
| TOTAL COMBINED REVENUES | 1,208,481 | 1,158,192 | 1,212,633 | 54,441 | 4.7% |
| OPERATING EXPENSES | | | | | |
| LABOR EXPENSES | 553,102 | 544,077 | 574,077 | 30,000 | 5.5% |
| FRINGE EXPENSES | 145,491 | 152,634 | 152,635 | 0 | 0.0% |
| TOTAL PERSONNEL EXPENSES | 698,593 | 696,711 | 726,712 | 30,000 | 4.3% |
| SECURITY EXPENSES | - | - | - | - | - |
| REPAIR/MAINTENANCE SERVICES | 10,695 | 10,000 | 10,000 | - | 0.0% |
| ENGINE AND TRANSMISSION REBUILD | - | - | - | - | - |
| OTHER OUTSIDE SERVICES | 239,679 | 177,500 | 224,160 | 46,660 | 26.3% |
| PURCHASED TRANSPORTATION | - | - | - | - | - |
| TOTAL OUTSIDE SERVICES | 250,373 | 187,500 | 234,160 | 46,660 | 24.9% |
| LUBRICANTS | - | - | - | - | - |
| TIRES | - | - | - | - | - |
| OTHER MATERIALS AND SUPPLIES | 21,113 | 7,000 | 7,000 | - | 0.0% |
| TOTAL MATERIALS AND SUPPLIES | 21,113 | 7,000 | 7,000 | - | 0.0% |
| DIESEL FUEL | 3,868 | 5,000 | 5,000 | - | 0.0% |
| CNG | - | - | - | - | - |
| TRACTION POWER | - | - | - | - | - |
| UTILITIES | 5,597 | 5,000 | 5,000 | - | 0.0% |
| TOTAL ENERGY | 9,465 | 10,000 | 10,000 | - | 0.0% |
| RISK MANAGEMENT | 18,892 | 27,300 | 17,000 | (10,300) | -37.7% |
| GENERAL AND ADMINISTRATIVE | 103,830 | 108,870 | 108,870 | - | 0.0% |
| DEBT SERVICE | - | - | - | - | - |
| VEHICLE/ FACILITY LEASE | - | - | - | - | - |
| TOTAL OPERATING EXPENSES | 1,102,266 | 1,037,381 | 1,103,742 | 66,360 | 6.4% |
| NET OPERATING SUBSIDY | (58,697) | (27,381) | (103,742) | (76,360) | -278.9% |
| OVERHEAD ALLOCATION | (106,215) | (120,810) | (108,891) | 11,919 | -9.9% |
| ADJUSTED NET OPERATING SUBSIDY | (164,912) | (148,192) | (212,633) | (64,441) | -43.5% |
| TOTAL REVENUES LESS TOTAL EXPENSES | 0 | (0) | 0 | 0 | 0.0% |

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
CONSOLIDATED OPERATIONS
OPERATING BUDGET - CONSOLIDATED
FISCAL YEAR 2014**

| | ACTUAL FY13 | ORIGINAL BUDGET FY14 | AMENDED BUDGET FY14 | \$ CHANGE AMENDED/ ORIGINAL | % CHANGE AMENDED/ ORIGINAL |
|---|----------------------|----------------------------|---------------------------|-----------------------------------|----------------------------------|
| OPERATING REVENUE | | | | | |
| PASSENGER REVENUE | 93,493,239 | 95,312,025 | 96,890,066 | 1,578,042 | 1.7% |
| ADVERTISING REVENUE | - | - | - | - | - |
| CONTRACT SERVICE REVENUE | 900 | - | - | - | - |
| OTHER INCOME | 577,187 | 585,000 | 689,000 | 104,000 | 17.8% |
| TOTAL OPERATING REVENUES | 94,071,326 | 95,897,025 | 97,579,066 | 1,682,042 | 1.8% |
| NON OPERATING REVENUE | | | | | |
| SUBSIDY REVENUE | 133,009,262 | 138,656,459 | 135,776,798 | (2,879,661) | -2.1% |
| RESERVE REVENUE | 5,000,000 | - | - | - | - |
| OTHER INCOME | 864,103 | 282,596 | 174,431 | (108,165) | -38.3% |
| TOTAL NON OPERATING REVENUE | 138,873,365 | 138,939,055 | 135,951,230 | (2,987,826) | -2.2% |
| TOTAL COMBINED REVENUES | 232,944,691 | 234,836,080 | 233,530,296 | (1,305,784) | -0.6% |
| OPERATING EXPENSES | | | | | |
| LABOR EXPENSES | 56,091,222 | 56,993,689 | 56,587,680 | (406,009) | -0.7% |
| FRINGE EXPENSES | 50,945,422 | 42,165,887 | 41,389,637 | (776,250) | -1.8% |
| TOTAL PERSONNEL EXPENSES | 107,036,645 | 99,159,575 | 97,977,316 | (1,182,259) | -1.2% |
| SECURITY EXPENSES | 110,402 | 92,000 | 110,000 | 18,000 | 19.6% |
| REPAIR/MAINTENANCE SERVICES | 3,630,238 | 3,977,920 | 4,264,315 | 286,395 | 7.2% |
| ENGINE AND TRANSMISSION REBUILD | 1,055,660 | 1,390,000 | 1,197,995 | (192,005) | -13.8% |
| OTHER OUTSIDE SERVICES | 1,589,115 | 1,967,372 | 2,012,674 | 45,302 | 2.3% |
| PURCHASED TRANSPORTATION | 56,253,336 | 58,809,394 | 58,965,333 | 155,940 | 0.3% |
| TOTAL OUTSIDE SERVICES | 62,638,750 | 66,236,686 | 66,550,317 | 313,631 | 0.5% |
| LUBRICANTS | 418,608 | 413,833 | 436,862 | 23,029 | 5.6% |
| TIRES | 862,259 | 932,839 | 932,313 | (526) | -0.1% |
| OTHER MATERIALS AND SUPPLIES | 7,161,698 | 7,445,613 | 8,171,339 | 725,725 | 9.7% |
| TOTAL MATERIALS AND SUPPLIES | 8,442,565 | 8,792,285 | 9,540,514 | 748,229 | 8.5% |
| DIESEL FUEL | 7,283,082 | 7,592,969 | 7,231,728 | (361,241) | -4.8% |
| CNG | 6,281,460 | 7,226,437 | 6,984,088 | (242,350) | -3.4% |
| TRACTION POWER | 6,688,307 | 7,220,000 | 7,900,000 | 680,000 | 9.4% |
| UTILITIES | 2,462,017 | 2,621,817 | 2,728,327 | 106,510 | 4.1% |
| TOTAL ENERGY | 22,714,866 | 24,661,223 | 24,844,142 | 182,919 | 0.7% |
| RISK MANAGEMENT | 2,984,141 | 3,846,459 | 4,512,335 | 665,877 | 17.3% |
| GENERAL AND ADMINISTRATIVE | 336,512 | 278,380 | 327,653 | 49,273 | 17.7% |
| DEBT SERVICE | 1,548,179 | 1,238,882 | 1,238,882 | - | 0.0% |
| VEHICLE / FACILITY LEASE | 905,565 | 954,439 | 822,414 | (132,025) | -13.8% |
| TOTAL OPERATING EXPENSES | 206,607,222 | 205,167,929 | 205,813,574 | 645,645 | 0.3% |
| NET OPERATING SUBSIDY | (112,535,897) | (109,270,904) | (108,234,507) | 1,036,397 | 0.9% |
| OVERHEAD ALLOCATION | (26,337,468) | (29,668,152) | (27,716,722) | 1,951,430 | -6.6% |
| ADJUSTED NET OPERATING SUBSIDY | (138,873,365) | (138,939,056) | (135,951,229) | 2,987,826 | 2.2% |
| TOTAL REVENUES LESS TOTAL EXPENSES | 0 | (0) | 0 | 1 | 0.0% |

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
SAN DIEGO TRANSIT CORPORATION
OPERATING BUDGET - CONSOLIDATED
FISCAL YEAR 2014**

| | ACTUAL FY13 | ORIGINAL BUDGET FY14 | AMENDED BUDGET FY14 | \$ CHANGE AMENDED/ ORIGINAL | % CHANGE AMENDED/ ORIGINAL |
|---|---------------------|----------------------------|---------------------------|-----------------------------------|----------------------------------|
| OPERATING REVENUE | | | | | |
| PASSENGER REVENUE | 28,621,361 | 28,993,362 | 27,670,601 | (1,322,761) | -4.6% |
| ADVERTISING REVENUE | - | - | - | - | - |
| CONTRACT SERVICE REVENUE | 900 | - | - | - | - |
| OTHER INCOME | 4,877 | 10,000 | 5,000 | (5,000) | -50.0% |
| TOTAL OPERATING REVENUES | 28,627,138 | 29,003,362 | 27,675,601 | (1,327,761) | -4.6% |
| NON OPERATING REVENUE | | | | | |
| SUBSIDY REVENUE | 65,273,867 | 63,959,671 | 64,103,193 | 143,522 | 0.2% |
| RESERVE REVENUE | 5,000,000 | - | - | - | - |
| OTHER INCOME | 789,426 | - | - | - | - |
| TOTAL NON OPERATING REVENUE | 71,063,293 | 63,959,671 | 64,103,193 | 143,522 | 0.2% |
| TOTAL COMBINED REVENUES | 99,690,431 | 92,963,033 | 91,778,794 | (1,184,240) | -1.3% |
| OPERATING EXPENSES | | | | | |
| LABOR EXPENSES | 31,860,540 | 32,879,743 | 32,124,209 | (755,534) | -2.3% |
| FRINGE EXPENSES | 43,146,150 | 32,774,384 | 32,919,086 | 144,702 | 0.4% |
| TOTAL PERSONNEL EXPENSES | 75,006,689 | 65,654,127 | 65,043,295 | (610,832) | -0.9% |
| SECURITY EXPENSES | - | - | - | - | - |
| REPAIR/MAINTENANCE SERVICES | 715,702 | 799,317 | 734,961 | (64,356) | -8.1% |
| ENGINE AND TRANSMISSION REBUILD | 632,969 | 800,000 | 660,000 | (140,000) | -17.5% |
| OTHER OUTSIDE SERVICES | 244,247 | 331,400 | 251,925 | (79,475) | -24.0% |
| PURCHASED TRANSPORTATION | - | - | - | - | - |
| TOTAL OUTSIDE SERVICES | 1,592,918 | 1,930,717 | 1,646,885 | (283,831) | -14.7% |
| LUBRICANTS | 177,793 | 188,478 | 190,862 | 2,384 | 1.3% |
| TIRES | 862,180 | 932,839 | 932,313 | (526) | -0.1% |
| OTHER MATERIALS AND SUPPLIES | 3,477,617 | 3,624,373 | 3,695,438 | 71,064 | 2.0% |
| TOTAL MATERIALS AND SUPPLIES | 4,517,590 | 4,745,690 | 4,818,613 | 72,922 | 1.5% |
| DIESEL FUEL | 1,279,199 | 1,248,473 | 1,203,751 | (44,722) | -3.6% |
| CNG | 3,573,353 | 3,951,242 | 3,963,575 | 12,333 | 0.3% |
| TRACTION POWER | - | - | - | - | - |
| UTILITIES | 484,478 | 486,000 | 543,050 | 57,050 | 11.7% |
| TOTAL ENERGY | 5,337,030 | 5,685,715 | 5,710,376 | 24,662 | 0.4% |
| RISK MANAGEMENT | 1,427,214 | 1,937,285 | 2,535,172 | 597,887 | 30.9% |
| GENERAL AND ADMINISTRATIVE | 176,891 | 151,300 | 170,001 | 18,702 | 12.4% |
| DEBT SERVICE | 1,548,179 | 1,238,882 | 1,238,882 | - | 0.0% |
| VEHICLE/ FACILITY LEASE | 280,418 | 298,665 | 308,382 | 9,716 | 3.3% |
| TOTAL OPERATING EXPENSES | 89,886,929 | 81,642,381 | 81,471,606 | (170,775) | -0.2% |
| NET OPERATING SUBSIDY | (61,259,791) | (52,639,019) | (53,796,005) | (1,156,986) | -2.2% |
| OVERHEAD ALLOCATION | (9,803,502) | (11,320,652) | (10,307,187) | 1,013,465 | -9.0% |
| ADJUSTED NET OPERATING SUBSIDY | (71,063,293) | (63,959,671) | (64,103,193) | (143,521) | -0.2% |
| TOTAL REVENUES LESS TOTAL EXPENSES | (0) | (0) | 0 | 0 | 0.0% |

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
SAN DIEGO TROLLEY INCORPORATED
OPERATING BUDGET - CONSOLIDATED
FISCAL YEAR 2014**

| | ACTUAL FY13 | ORIGINAL BUDGET FY14 | AMENDED BUDGET FY14 | \$ CHANGE AMENDED/ ORIGINAL | % CHANGE AMENDED/ ORIGINAL |
|---|---------------------|----------------------------|---------------------------|-----------------------------------|----------------------------------|
| OPERATING REVENUE | | | | | |
| PASSENGER REVENUE | 35,553,838 | 36,773,378 | 40,611,107 | 3,837,729 | 10.4% |
| ADVERTISING REVENUE | - | - | - | - | - |
| CONTRACT SERVICE REVENUE | - | - | - | - | - |
| OTHER INCOME | 574,282 | 575,000 | 684,000 | 109,000 | 19.0% |
| TOTAL OPERATING REVENUES | 36,128,120 | 37,348,378 | 41,295,107 | 3,946,729 | 10.6% |
| NON OPERATING REVENUE | | | | | |
| SUBSIDY REVENUE | 28,143,220 | 31,042,874 | 27,652,233 | (3,390,641) | -10.9% |
| RESERVE REVENUE | - | - | - | - | - |
| OTHER INCOME | - | - | - | - | - |
| TOTAL NON OPERATING REVENUE | 28,143,220 | 31,042,874 | 27,652,233 | (3,390,641) | -10.9% |
| TOTAL COMBINED REVENUES | 64,271,340 | 68,391,252 | 68,947,340 | 556,088 | 0.8% |
| OPERATING EXPENSES | | | | | |
| LABOR EXPENSES | 23,408,962 | 23,261,240 | 23,571,240 | 310,000 | 1.3% |
| FRINGE EXPENSES | 7,571,753 | 9,122,692 | 8,198,581 | (924,111) | -10.1% |
| TOTAL PERSONNEL EXPENSES | 30,980,715 | 32,383,932 | 31,769,821 | (614,111) | -1.9% |
| SECURITY EXPENSES | 110,402 | 92,000 | 110,000 | 18,000 | 19.6% |
| REPAIR/MAINTENANCE SERVICES | 2,724,482 | 2,885,908 | 3,243,451 | 357,543 | 12.4% |
| ENGINE AND TRANSMISSION REBUILD | - | - | - | - | - |
| OTHER OUTSIDE SERVICES | 480,164 | 584,910 | 595,755 | 10,845 | 1.9% |
| PURCHASED TRANSPORTATION | - | - | - | - | - |
| TOTAL OUTSIDE SERVICES | 3,315,047 | 3,562,818 | 3,949,206 | 386,388 | 10.8% |
| LUBRICANTS | 240,814 | 225,355 | 246,000 | 20,645 | 9.2% |
| TIRES | 79 | - | - | - | - |
| OTHER MATERIALS AND SUPPLIES | 3,677,405 | 3,810,990 | 4,453,890 | 642,900 | 16.9% |
| TOTAL MATERIALS AND SUPPLIES | 3,918,298 | 4,036,345 | 4,699,890 | 663,545 | 16.4% |
| DIESEL FUEL | 454,886 | 475,180 | 437,788 | (37,392) | -7.9% |
| CNG | - | - | - | - | - |
| TRACTION POWER | 6,688,307 | 7,220,000 | 7,900,000 | 680,000 | 9.4% |
| UTILITIES | 1,889,650 | 2,034,456 | 2,087,976 | 53,520 | 2.6% |
| TOTAL ENERGY | 9,032,844 | 9,729,636 | 10,425,764 | 696,128 | 7.2% |
| RISK MANAGEMENT | 1,541,627 | 1,883,874 | 1,951,864 | 67,990 | 3.6% |
| GENERAL AND ADMINISTRATIVE | 148,802 | 103,120 | 141,913 | 38,793 | 37.6% |
| DEBT SERVICE | - | - | - | - | - |
| VEHICLE/ FACILITY LEASE | 329,878 | 356,997 | 357,000 | 3 | 0.0% |
| TOTAL OPERATING EXPENSES | 49,267,211 | 52,056,722 | 53,295,458 | 1,238,736 | 2.4% |
| NET OPERATING SUBSIDY | (13,139,091) | (14,708,344) | (12,000,351) | 2,707,993 | 18.4% |
| OVERHEAD ALLOCATION | (15,004,129) | (16,334,530) | (15,651,882) | 682,648 | -4.2% |
| ADJUSTED NET OPERATING SUBSIDY | (28,143,220) | (31,042,874) | (27,652,233) | 3,390,641 | 10.9% |
| TOTAL REVENUES LESS TOTAL EXPENSES | - | (0) | (0) | (0) | 0.0% |

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
 CONTRACTED BUS OPERATIONS - FIXED ROUTE
 OPERATING BUDGET - CONSOLIDATED
 FISCAL YEAR 2014**

| | ACTUAL FY13 | ORIGINAL BUDGET FY14 | AMENDED BUDGET FY14 | \$ CHANGE AMENDED/ ORIGINAL | % CHANGE AMENDED/ ORIGINAL |
|---|---------------------|----------------------------|---------------------------|-----------------------------------|----------------------------------|
| OPERATING REVENUE | | | | | |
| PASSENGER REVENUE | 24,469,119 | 24,635,673 | 23,810,039 | (825,634) | -3.4% |
| ADVERTISING REVENUE | - | - | - | - | - |
| CONTRACT SERVICE REVENUE | - | - | - | - | - |
| OTHER INCOME | - | - | - | - | - |
| TOTAL OPERATING REVENUES | 24,469,119 | 24,635,673 | 23,810,039 | (825,634) | -3.4% |
| NON OPERATING REVENUE | | | | | |
| SUBSIDY REVENUE | 23,598,494 | 26,162,197 | 26,618,435 | 456,238 | 1.7% |
| RESERVE REVENUE | - | - | - | - | - |
| OTHER INCOME | - | 202,037 | 98,570 | (103,467) | -51.2% |
| TOTAL NON OPERATING REVENUE | 23,598,494 | 26,364,234 | 26,717,005 | 352,771 | 1.3% |
| TOTAL COMBINED REVENUES | 48,067,613 | 50,999,907 | 50,527,044 | (472,863) | -0.9% |
| OPERATING EXPENSES | | | | | |
| LABOR EXPENSES | 436,323 | 450,513 | 494,954 | 44,441 | 9.9% |
| FRINGE EXPENSES | - | - | - | - | - |
| TOTAL PERSONNEL EXPENSES | 436,323 | 450,513 | 494,954 | 44,441 | 9.9% |
| SECURITY EXPENSES | - | - | - | - | - |
| REPAIR/MAINTENANCE SERVICES | 138,086 | 203,780 | 203,195 | (585) | -0.3% |
| ENGINE AND TRANSMISSION REBUILD | 399,539 | 530,000 | 402,000 | (128,000) | -24.2% |
| OTHER OUTSIDE SERVICES | 310,168 | 420,108 | 439,426 | 19,318 | 4.6% |
| PURCHASED TRANSPORTATION | 39,873,037 | 41,506,796 | 41,655,670 | 148,874 | 0.4% |
| TOTAL OUTSIDE SERVICES | 40,720,830 | 42,660,684 | 42,700,291 | 39,607 | 0.1% |
| LUBRICANTS | - | - | - | - | - |
| TIRES | - | - | - | - | - |
| OTHER MATERIALS AND SUPPLIES | 1,981 | 3,000 | 7,553 | 4,553 | 151.8% |
| TOTAL MATERIALS AND SUPPLIES | 1,981 | 3,000 | 7,553 | 4,553 | 151.8% |
| DIESEL FUEL | 3,154,039 | 3,429,529 | 3,223,062 | (206,467) | -6.0% |
| CNG | 2,696,525 | 3,000,573 | 2,852,216 | (148,357) | -4.9% |
| TRACTION POWER | - | - | - | - | - |
| UTILITIES | 3,040 | 3,338 | 2,883 | (455) | -13.6% |
| TOTAL ENERGY | 5,853,603 | 6,433,440 | 6,078,161 | (355,279) | -5.5% |
| RISK MANAGEMENT | - | - | - | - | - |
| GENERAL AND ADMINISTRATIVE | 1,190 | 3,830 | 1,843 | (1,987) | -51.9% |
| DEBT SERVICE | - | - | - | - | - |
| VEHICLE/ FACILITY LEASE | 15,269 | 18,777 | 17,033 | (1,745) | -9.3% |
| TOTAL OPERATING EXPENSES | 47,029,197 | 49,570,244 | 49,299,835 | (270,409) | -0.5% |
| NET OPERATING SUBSIDY | (22,560,078) | (24,934,570) | (25,489,795) | (555,225) | -2.2% |
| OVERHEAD ALLOCATION | (1,038,416) | (1,429,663) | (1,227,209) | 202,454 | -14.2% |
| ADJUSTED NET OPERATING SUBSIDY | (23,598,494) | (26,364,234) | (26,717,005) | (352,771) | -1.3% |
| TOTAL REVENUES LESS TOTAL EXPENSES | (0) | (0) | 0 | 0 | 0.0% |

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
 CONTRACTED BUS OPERATIONS - PARATRANSIT
 OPERATING BUDGET - CONSOLIDATED
 FISCAL YEAR 2014**

| | ACTUAL FY13 | ORIGINAL BUDGET FY14 | AMENDED BUDGET FY14 | \$ CHANGE AMENDED/ ORIGINAL | % CHANGE AMENDED/ ORIGINAL |
|---|---------------------|----------------------------|---------------------------|-----------------------------------|----------------------------------|
| OPERATING REVENUE | | | | | |
| PASSENGER REVENUE | 2,007,302 | 2,125,105 | 2,129,309 | 4,204 | 0.2% |
| ADVERTISING REVENUE | - | - | - | - | - |
| CONTRACT SERVICE REVENUE | - | - | - | - | - |
| OTHER INCOME | - | - | - | - | - |
| TOTAL OPERATING REVENUES | 2,007,302 | 2,125,105 | 2,129,309 | 4,204 | 0.2% |
| NON OPERATING REVENUE | | | | | |
| SUBSIDY REVENUE | 12,422,926 | 13,137,789 | 13,134,715 | (3,074) | 0.0% |
| RESERVE REVENUE | - | - | - | - | - |
| OTHER INCOME | 74,677 | 80,559 | 75,861 | (4,698) | -5.8% |
| TOTAL NON OPERATING REVENUE | 12,497,603 | 13,218,348 | 13,210,576 | (7,772) | -0.1% |
| TOTAL COMBINED REVENUES | 14,504,905 | 15,343,453 | 15,339,885 | (3,568) | 0.0% |
| OPERATING EXPENSES | | | | | |
| LABOR EXPENSES | 132,926 | 146,424 | 141,401 | (5,023) | -3.4% |
| FRINGE EXPENSES | - | - | - | - | - |
| TOTAL PERSONNEL EXPENSES | 132,926 | 146,424 | 141,401 | (5,023) | -3.4% |
| SECURITY EXPENSES | - | - | - | - | - |
| REPAIR/MAINTENANCE SERVICES | - | - | - | - | - |
| ENGINE AND TRANSMISSION REBUILD | - | - | - | - | - |
| OTHER OUTSIDE SERVICES | 254,282 | 329,363 | 429,028 | 99,665 | 30.3% |
| PURCHASED TRANSPORTATION | 11,057,429 | 11,709,446 | 11,855,656 | 146,211 | 1.2% |
| TOTAL OUTSIDE SERVICES | 11,311,711 | 12,038,809 | 12,284,684 | 245,876 | 2.0% |
| LUBRICANTS | - | - | - | - | - |
| TIRES | - | - | - | - | - |
| OTHER MATERIALS AND SUPPLIES | - | - | - | - | - |
| TOTAL MATERIALS AND SUPPLIES | - | - | - | - | - |
| DIESEL FUEL | 2,389,694 | 2,433,834 | 2,361,406 | (72,428) | -3.0% |
| CNG | - | - | - | - | - |
| TRACTION POWER | - | - | - | - | - |
| UTILITIES | 852 | 1,080 | 757 | (323) | -29.9% |
| TOTAL ENERGY | 2,390,546 | 2,434,914 | 2,362,163 | (72,751) | -3.0% |
| RISK MANAGEMENT | 15,300 | 15,300 | 15,300 | - | 0.0% |
| GENERAL AND ADMINISTRATIVE | 4,715 | 10,695 | 4,685 | (6,010) | -56.2% |
| DEBT SERVICE | - | - | - | - | - |
| VEHICLE/ FACILITY LEASE | 280,000 | 280,000 | 140,000 | (140,000) | -50.0% |
| TOTAL OPERATING EXPENSES | 14,135,197 | 14,926,141 | 14,948,233 | 22,092 | 0.1% |
| NET OPERATING SUBSIDY | (12,127,896) | (12,801,036) | (12,818,924) | (17,888) | -0.1% |
| OVERHEAD ALLOCATION | (369,708) | (417,313) | (391,652) | 25,661 | -6.1% |
| ADJUSTED NET OPERATING SUBSIDY | (12,497,603) | (13,218,349) | (13,210,576) | 7,773 | 0.1% |
| TOTAL REVENUES LESS TOTAL EXPENSES | (0) | (0) | (0) | 0 | 0.0% |

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
CHULA VISTA TRANSIT
OPERATING BUDGET - CONSOLIDATED
FISCAL YEAR 2014**

| | ACTUAL FY13 | ORIGINAL BUDGET FY14 | AMENDED BUDGET FY14 | \$ CHANGE AMENDED/ ORIGINAL | % CHANGE AMENDED/ ORIGINAL |
|---|--------------------|----------------------------|---------------------------|-----------------------------------|----------------------------------|
| OPERATING REVENUE | | | | | |
| PASSENGER REVENUE | 2,841,619 | 2,784,506 | 2,669,010 | (115,496) | -4.1% |
| ADVERTISING REVENUE | - | - | - | - | - |
| CONTRACT SERVICE REVENUE | - | - | - | - | - |
| OTHER INCOME | (1,972) | - | - | - | - |
| TOTAL OPERATING REVENUES | 2,839,647 | 2,784,506 | 2,669,010 | (115,496) | -4.1% |
| NON OPERATING REVENUE | | | | | |
| SUBSIDY REVENUE | 3,095,626 | 3,827,138 | 3,741,433 | (85,706) | -2.2% |
| RESERVE REVENUE | - | - | - | - | - |
| OTHER INCOME | - | - | - | - | - |
| TOTAL NON OPERATING REVENUE | 3,095,626 | 3,827,138 | 3,741,433 | (85,706) | -2.2% |
| TOTAL COMBINED REVENUES | 5,935,273 | 6,611,645 | 6,410,443 | (201,202) | -3.0% |
| OPERATING EXPENSES | | | | | |
| LABOR EXPENSES | 252,472 | 255,769 | 255,876 | 107 | 0.0% |
| FRINGE EXPENSES | 81,599 | 80,131 | 83,290 | 3,159 | 3.9% |
| TOTAL PERSONNEL EXPENSES | 334,071 | 335,900 | 339,165 | 3,266 | 1.0% |
| SECURITY EXPENSES | - | - | - | - | - |
| REPAIR/MAINTENANCE SERVICES | 51,968 | 88,915 | 82,708 | (6,207) | -7.0% |
| ENGINE AND TRANSMISSION REBUILD | 23,152 | 60,000 | 135,995 | 75,995 | 126.7% |
| OTHER OUTSIDE SERVICES | 144,754 | 146,091 | 141,041 | (5,050) | -3.5% |
| PURCHASED TRANSPORTATION | 5,149,162 | 5,410,542 | 5,271,397 | (139,145) | -2.6% |
| TOTAL OUTSIDE SERVICES | 5,369,036 | 5,705,548 | 5,631,140 | (74,408) | -1.3% |
| LUBRICANTS | - | - | - | - | - |
| TIRES | - | - | - | - | - |
| OTHER MATERIALS AND SUPPLIES | 4,696 | 7,250 | 14,458 | 7,208 | 99.4% |
| TOTAL MATERIALS AND SUPPLIES | 4,696 | 7,250 | 14,458 | 7,208 | 99.4% |
| DIESEL FUEL | 5,264 | 5,953 | 5,720 | (233) | -3.9% |
| CNG | 11,582 | 274,623 | 168,297 | (106,326) | -38.7% |
| TRACTION POWER | - | - | - | - | - |
| UTILITIES | 83,997 | 96,943 | 93,661 | (3,281) | -3.4% |
| TOTAL ENERGY | 100,843 | 377,518 | 267,678 | (109,840) | -29.1% |
| RISK MANAGEMENT | - | 10,000 | 10,000 | - | 0.0% |
| GENERAL AND ADMINISTRATIVE | 4,914 | 9,435 | 9,210 | (225) | -2.4% |
| DEBT SERVICE | - | - | - | - | - |
| VEHICLE/ FACILITY LEASE | - | - | - | - | - |
| TOTAL OPERATING EXPENSES | 5,813,559 | 6,445,651 | 6,271,652 | (173,999) | -2.7% |
| NET OPERATING SUBSIDY | (2,973,912) | (3,661,145) | (3,602,642) | 58,503 | 1.6% |
| OVERHEAD ALLOCATION | (121,714) | (165,994) | (138,791) | 27,202 | -16.4% |
| ADJUSTED NET OPERATING SUBSIDY | (3,095,626) | (3,827,138) | (3,741,433) | 85,706 | 2.2% |
| TOTAL REVENUES LESS TOTAL EXPENSES | (0) | 0 | (0) | (0) | 0.0% |

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
CORONADO FERRY
OPERATING BUDGET - CONSOLIDATED
FISCAL YEAR 2014**

| | ACTUAL FY13 | ORIGINAL BUDGET FY14 | AMENDED BUDGET FY14 | \$ CHANGE AMENDED/ ORIGINAL | % CHANGE AMENDED/ ORIGINAL |
|---|------------------|----------------------------|---------------------------|-----------------------------------|----------------------------------|
| OPERATING REVENUE | | | | | |
| PASSENGER REVENUE | - | - | - | - | - |
| ADVERTISING REVENUE | - | - | - | - | - |
| CONTRACT SERVICE REVENUE | - | - | - | - | - |
| OTHER INCOME | - | - | - | - | - |
| TOTAL OPERATING REVENUES | - | - | - | - | - |
| NON OPERATING REVENUE | | | | | |
| SUBSIDY REVENUE | 173,708 | 182,610 | 182,610 | - | 0.0% |
| RESERVE REVENUE | - | - | - | - | - |
| OTHER INCOME | - | - | - | - | - |
| TOTAL NON OPERATING REVENUE | 173,708 | 182,610 | 182,610 | - | 0.0% |
| TOTAL COMBINED REVENUES | 173,708 | 182,610 | 182,610 | - | 0.0% |
| OPERATING EXPENSES | | | | | |
| LABOR EXPENSES | - | - | - | - | - |
| FRINGE EXPENSES | - | - | - | - | - |
| TOTAL PERSONNEL EXPENSES | - | - | - | - | - |
| SECURITY EXPENSES | - | - | - | - | - |
| REPAIR/MAINTENANCE SERVICES | - | - | - | - | - |
| ENGINE AND TRANSMISSION REBUILD | - | - | - | - | - |
| OTHER OUTSIDE SERVICES | - | - | - | - | - |
| PURCHASED TRANSPORTATION | 173,708 | 182,610 | 182,610 | - | 0.0% |
| TOTAL OUTSIDE SERVICES | 173,708 | 182,610 | 182,610 | - | 0.0% |
| LUBRICANTS | - | - | - | - | - |
| TIRES | - | - | - | - | - |
| OTHER MATERIALS AND SUPPLIES | - | - | - | - | - |
| TOTAL MATERIALS AND SUPPLIES | - | - | - | - | - |
| DIESEL FUEL | - | - | - | - | - |
| CNG | - | - | - | - | - |
| TRACTION POWER | - | - | - | - | - |
| UTILITIES | - | - | - | - | - |
| TOTAL ENERGY | - | - | - | - | - |
| RISK MANAGEMENT | - | - | - | - | - |
| GENERAL AND ADMINISTRATIVE | - | - | - | - | - |
| DEBT SERVICE | - | - | - | - | - |
| VEHICLE/ FACILITY LEASE | - | - | - | - | - |
| TOTAL OPERATING EXPENSES | 173,708 | 182,610 | 182,610 | - | 0.0% |
| NET OPERATING SUBSIDY | (173,708) | (182,610) | (182,610) | - | 0.0% |
| OVERHEAD ALLOCATION | - | - | - | - | - |
| ADJUSTED NET OPERATING SUBSIDY | (173,708) | (182,610) | (182,610) | - | 0.0% |
| TOTAL REVENUES LESS TOTAL EXPENSES | 0 | - | - | - | 0.0% |

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
ADMINISTRATIVE PASS THROUGH
OPERATING BUDGET - CONSOLIDATED
FISCAL YEAR 2014**

| | ACTUAL FY13 | ORIGINAL BUDGET FY14 | AMENDED BUDGET FY14 | \$ CHANGE AMENDED/ ORIGINAL | % CHANGE AMENDED/ ORIGINAL |
|---|------------------|----------------------------|---------------------------|-----------------------------------|----------------------------------|
| OPERATING REVENUE | | | | | |
| PASSENGER REVENUE | - | - | - | - | - |
| ADVERTISING REVENUE | - | - | - | - | - |
| CONTRACT SERVICE REVENUE | - | - | - | - | - |
| OTHER INCOME | - | - | - | - | - |
| TOTAL OPERATING REVENUES | - | - | - | - | - |
| NON OPERATING REVENUE | | | | | |
| SUBSIDY REVENUE | 301,421 | 344,180 | 344,180 | - | 0.0% |
| RESERVE REVENUE | - | - | - | - | - |
| OTHER INCOME | - | - | - | - | - |
| TOTAL NON OPERATING REVENUE | 301,421 | 344,180 | 344,180 | - | 0.0% |
| TOTAL COMBINED REVENUES | 301,421 | 344,180 | 344,180 | - | 0.0% |
| OPERATING EXPENSES | | | | | |
| LABOR EXPENSES | - | - | - | - | - |
| FRINGE EXPENSES | 145,921 | 188,680 | 188,680 | - | 0.0% |
| TOTAL PERSONNEL EXPENSES | 145,921 | 188,680 | 188,680 | - | 0.0% |
| SECURITY EXPENSES | - | - | - | - | - |
| REPAIR/MAINTENANCE SERVICES | - | - | - | - | - |
| ENGINE AND TRANSMISSION REBUILD | - | - | - | - | - |
| OTHER OUTSIDE SERVICES | 155,500 | 155,500 | 155,500 | - | 0.0% |
| PURCHASED TRANSPORTATION | - | - | - | - | - |
| TOTAL OUTSIDE SERVICES | 155,500 | 155,500 | 155,500 | - | 0.0% |
| LUBRICANTS | - | - | - | - | - |
| TIRES | - | - | - | - | - |
| OTHER MATERIALS AND SUPPLIES | - | - | - | - | - |
| TOTAL MATERIALS AND SUPPLIES | - | - | - | - | - |
| DIESEL FUEL | - | - | - | - | - |
| CNG | - | - | - | - | - |
| TRACTION POWER | - | - | - | - | - |
| UTILITIES | - | - | - | - | - |
| TOTAL ENERGY | - | - | - | - | - |
| RISK MANAGEMENT | - | - | - | - | - |
| GENERAL AND ADMINISTRATIVE | - | - | - | - | - |
| DEBT SERVICE | - | - | - | - | - |
| VEHICLE/ FACILITY LEASE | - | - | - | - | - |
| TOTAL OPERATING EXPENSES | 301,421 | 344,180 | 344,180 | - | 0.0% |
| NET OPERATING SUBSIDY | (301,421) | (344,180) | (344,180) | - | 0.0% |
| OVERHEAD ALLOCATION | - | - | - | - | - |
| ADJUSTED NET OPERATING SUBSIDY | (301,421) | (344,180) | (344,180) | - | 0.0% |
| TOTAL REVENUES LESS TOTAL EXPENSES | - | - | - | - | 0.0% |

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
NON OPERATING FUNDING SOURCES BY ACTIVITY
FISCAL YEAR 2013**

| | <u>Federal</u> | <u>TDA</u> | <u>STA</u> | <u>State - Other</u> | <u>TransNet</u> | <u>Other Local</u> | <u>Other Non Operating</u> | <u>Reserves/ Carryovers</u> | <u>Total</u> |
|---|-------------------|-------------------|------------------|--------------------------|-------------------|------------------------|--------------------------------|---------------------------------|--------------------|
| SDTC | 18,564,216 | 22,666,349 | 2,440,339 | - | 20,154,289 | 278,000 | - | - | 64,103,193 |
| SDTI | 18,000,000 | 4,652,233 | - | - | 5,000,000 | - | - | - | 27,652,233 |
| MCS 801 - South Central | 4,853,050 | 9,583,390 | - | - | - | - | - | - | 14,436,440 |
| MCS 802 - JARC Otay | 352,263 | 384,417 | - | - | - | - | - | - | 736,680 |
| MCS 803 - JARC Mid City | 161,679 | 165,889 | - | - | - | - | - | - | 327,568 |
| MCS 820 - East County | - | 6,361,186 | - | - | - | - | - | - | 6,361,186 |
| MCS 830 - Commuter Express | - | 274,038 | - | - | 210,000 | 1,098,570 | - | - | 1,582,608 |
| MCS 831 - Murphy Canyon | - | - | - | - | - | - | - | - | - |
| MCS 835 - Central Routes 961-965 | - | 2,241,560 | - | - | - | - | - | - | 2,241,560 |
| MCS 840 - Regional Transit Center Maintenance | - | 238,087 | - | - | 140,000 | - | - | - | 378,087 |
| MCS 850 - ADA Access | 3,887,480 | 6,430,996 | - | 1,600,000 | 744,000 | 181,102 | - | - | 12,843,578 |
| MCS 856 - ADA Certification | - | 215,276 | - | - | - | - | - | - | 215,276 |
| MCS 875 - Coaster Connection | - | 75,861 | - | - | - | 75,861 | - | - | 151,722 |
| MCS 880 - Rural | 430,000 | 222,875 | - | - | - | - | - | - | 652,875 |
| Chula Vista Transit | - | 3,741,433 | - | - | - | - | - | - | 3,741,433 |
| Coronado Ferry | - | 182,610 | - | - | - | - | - | - | 182,610 |
| Administrative Pass Thru | - | 344,180 | - | - | - | - | - | - | 344,180 |
| Subtotal Operations | 46,248,688 | 57,780,380 | 2,440,339 | 1,600,000 | 26,248,289 | 1,633,533 | - | - | 135,951,230 |
| Taxicab | - | - | - | - | - | - | - | 183,982 | 183,982 |
| SD&AE | - | - | - | - | - | - | - | 28,651 | 28,651 |
| Subtotal Other Activities | - | - | - | - | - | - | - | 212,633 | 212,633 |
| Administrative | - | - | 1,823,811 | - | - | 140,000 | 7,566,990 | - | 9,530,801 |
| Grand Total | 46,248,688 | 57,780,380 | 4,264,150 | 1,600,000 | 26,248,289 | 1,773,533 | 7,566,990 | 212,633 | 145,694,664 |

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
POSITION INFORMATION (SUMMARY FORMAT)
FISCAL YEAR 2014 AMENDED BUDGET
SECTION 10.03**

| | Net Positions | | | | |
|--------------------------------------|----------------|------------|--------------|----------------|-------------|
| | Budget | Position | Requiring | Amended | Frozen |
| | FY 2014 | Shifts | Funding Adjs | FY 2014 | Positions |
| | FTE's | FTE's | FTE's | FTE's | FTE's |
| <u>MTS Administration</u> | | | | | |
| BOD ADMINISTRATION | 3.0 | 0.0 | 0.0 | 3.0 | 0.0 |
| COMPASS CARD | 8.0 | 0.0 | 3.0 | 11.0 | 0.0 |
| EXECUTIVE | 3.0 | 0.0 | 0.0 | 3.0 | 0.0 |
| FINANCE | 20.0 | 0.0 | 1.0 | 21.0 | 0.0 |
| HUMAN RESOURCES | 15.0 | 0.0 | 0.0 | 15.0 | 0.0 |
| INFORMATION TECHNOLOGY | 19.0 | 0.0 | 0.0 | 19.0 | 0.0 |
| LEGAL | 1.0 | 0.0 | 0.0 | 1.0 | 0.0 |
| MARKETING | 8.5 | 0.0 | 1.0 | 9.5 | 0.0 |
| PLANNING | 12.0 | 0.0 | 0.0 | 12.0 | -1.0 |
| PROCUREMENT | 12.0 | 0.0 | 0.0 | 12.0 | -1.0 |
| RIGHT OF WAY | 3.0 | 0.0 | 0.0 | 3.0 | 0.0 |
| RISK | 4.0 | 0.0 | 0.0 | 4.0 | 0.0 |
| SECURITY | 43.0 | 0.0 | 0.0 | 43.0 | 0.0 |
| STORES (Admin) | 1.0 | 1.0 | 0.0 | 2.0 | 0.0 |
| STORES (BUS) | 13.0 | 0.0 | 0.0 | 13.0 | 0.0 |
| STORES (RAIL) | 9.0 | -1.0 | 0.0 | 8.0 | 0.0 |
| TELEPHONE INFORMATION SERVICES | 21.0 | 0.0 | 0.0 | 21.0 | 0.0 |
| TRANSIT STORES | 6.0 | 0.0 | 0.0 | 6.0 | 0.0 |
| Subtotal MTS Administration | 201.5 | 0.0 | 5.0 | 206.5 | -2.0 |
| <u>Bus Operations</u> | | | | | |
| CONTRACT SERVICES | 8.5 | -1.0 | 0.0 | 7.5 | 0.0 |
| EXECUTIVE (BUS) | 5.0 | -1.0 | 0.0 | 4.0 | 0.0 |
| MAINTENANCE | 170.0 | 4.0 | 0.0 | 174.0 | 0.0 |
| MAINTENANCE-FACILITY | 6.0 | -1.0 | 0.0 | 5.0 | 0.0 |
| PASSENGER SERVICES | 6.5 | 0.0 | 0.0 | 6.5 | -1.0 |
| REVENUE (BUS) | 13.0 | 0.0 | 0.0 | 13.0 | 0.0 |
| SAFETY | 1.0 | 0.0 | 0.0 | 1.0 | 0.0 |
| TRAINING | 10.5 | -1.0 | 0.0 | 9.5 | 0.0 |
| TRANSPORTATION (BUS) | 545.0 | 0.0 | 0.0 | 545.0 | 0.0 |
| Subtotal Bus Operations | 765.5 | 0.0 | 0.0 | 765.5 | -1.0 |
| <u>Rail Operations</u> | | | | | |
| EXECUTIVE (RAIL) | 6.5 | 0.0 | 1.0 | 7.5 | 0.0 |
| FACILITIES | 67.0 | 0.0 | 0.0 | 67.0 | -1.0 |
| LIGHT RAIL VEHICLES | 88.0 | 0.0 | 0.0 | 88.0 | 0.0 |
| MAINTENANCE OF WAYSIDE | 39.0 | -1.0 | 0.0 | 38.0 | 0.0 |
| REVENUE (RAIL) | 40.2 | 1.0 | 0.0 | 41.2 | 0.0 |
| TRACK | 18.0 | 0.0 | 0.0 | 18.0 | -1.0 |
| TRANSPORTATION (RAIL) | 210.3 | 0.0 | 0.0 | 210.3 | 0.0 |
| Subtotal Rail Operations | 469.0 | 0.0 | 1.0 | 470.0 | -2.0 |
| <u>Other MTS Operations</u> | | | | | |
| TAXICAB | 10.0 | 0.0 | 0.0 | 10.0 | 0.0 |
| Subtotal Other MTS Operations | 10.0 | 0.0 | 0.0 | 10.0 | 0.0 |
| Grand Total | 1,446.0 | 0.0 | 6.0 | 1,452.0 | -5.0 |

SAN DIEGO METROPOLITAN TRANSIT SYSTEM
POSITION INFORMATION (DETAILED POSITION FORMAT)
FISCAL YEAR 2014 AMENDED BUDGET
SECTION 10.04

| | Salary Grade | Budget FY 2014 (FTE's) | Position Shifts (FTE's) | Net Positions Requiring Funding Adjs (FTE's) | Amended FY 2014 (FTE's) | Frozen Positions (FTE's) |
|----------------------------------|-----------------|------------------------------|-------------------------------|---|-------------------------------|--------------------------------|
| <u>MTS Administration</u> | | | | | | |
| <u>BOD ADMINISTRATION</u> | | | | | | |
| Administrative Assistant I | 03 | 1.0 | 0.0 | 0.0 | 1.0 | 0.0 |
| Exec Asst GC/Asst Board Clrk | 06 | 1.0 | 0.0 | 0.0 | 1.0 | 0.0 |
| Internal Auditor | 10 | 1.0 | 0.0 | 0.0 | 1.0 | 0.0 |
| BOD ADMINISTRATION TOTAL | | 3.0 | 0.0 | 0.0 | 3.0 | 0.0 |
| <u>COMPASS CARD</u> | | | | | | |
| Compass Card Supervisor | 07 | 1.0 | 0.0 | 0.0 | 1.0 | 0.0 |
| Customer Serv Asst (Part-Time) | 01 | 3.0 | 0.0 | 0.0 | 3.0 | 0.0 |
| Customer Service Rep | 03 | 3.0 | 0.0 | 0.0 | 3.0 | 0.0 |
| Fare Technology Program Manager | 11 | 0.0 | 0.0 | 1.0 | 1.0 | 0.0 |
| Lead Computer Support Specialist | 05 | 0.0 | 0.0 | 1.0 | 1.0 | 0.0 |
| Regional Revenue Administrator | 05 | 1.0 | 0.0 | 0.0 | 1.0 | 0.0 |
| Systems Administrator - Compass | 08 | 0.0 | 0.0 | 1.0 | 1.0 | 0.0 |
| COMPASS CARD TOTAL | | 8.0 | 0.0 | 3.0 | 11.0 | 0.0 |
| <u>EXECUTIVE</u> | | | | | | |
| Chief Executive Officer | 16 | 1.0 | 0.0 | 0.0 | 1.0 | 0.0 |
| Chief of Staff | 14 | 1.0 | 0.0 | 0.0 | 1.0 | 0.0 |
| Exec Asst CEO / Board Clerk | 08 | 1.0 | 0.0 | 0.0 | 1.0 | 0.0 |
| EXECUTIVE TOTAL | | 3.0 | 0.0 | 0.0 | 3.0 | 0.0 |
| <u>FINANCE</u> | | | | | | |
| Chief Financial Officer | 15 | 1.0 | 0.0 | 0.0 | 1.0 | 0.0 |
| Accounting Assistant | 04 | 3.0 | -1.0 | 0.0 | 2.0 | 0.0 |
| Admin Assistant II - Finance | 05 | 1.0 | 0.0 | 0.0 | 1.0 | 0.0 |
| Assistant Finance Manager | 09 | 1.0 | -1.0 | 0.0 | 0.0 | 0.0 |
| Assistant Payroll Manager | 08 | 1.0 | -1.0 | 0.0 | 0.0 | 0.0 |
| Budget Manager | 10 | 1.0 | 0.0 | 0.0 | 1.0 | 0.0 |
| Capital Accountant | 06 | 1.0 | -1.0 | 0.0 | 0.0 | 0.0 |
| Capital Grants Analyst | 04 | 0.0 | 1.0 | 0.0 | 1.0 | 0.0 |
| Capital Grants Supervisor | 08 | 0.0 | 1.0 | 0.0 | 1.0 | 0.0 |
| Controller | 12 | 1.0 | 0.0 | 0.0 | 1.0 | 0.0 |
| Dir Fin Planning & Analysis | 12 | 1.0 | 0.0 | 0.0 | 1.0 | 0.0 |
| ERP Project Manager | 10 | 0.0 | 1.0 | 0.0 | 1.0 | 0.0 |
| Finance Manager | 11 | 1.0 | -1.0 | 0.0 | 0.0 | 0.0 |
| Financial Analyst | 07 | 1.0 | 0.0 | 0.0 | 1.0 | 0.0 |
| Grants Administrator | 08 | 1.0 | -1.0 | 0.0 | 0.0 | 0.0 |
| Payroll Coordinator | 05 | 2.0 | 1.0 | 1.0 | 4.0 | 0.0 |
| Payroll Manager | 09 | 1.0 | 0.0 | 0.0 | 1.0 | 0.0 |
| Staff Accountant | 06 | 2.0 | 2.0 | 0.0 | 4.0 | 0.0 |
| Transit Asset Administrator | 06 | 1.0 | 0.0 | 0.0 | 1.0 | 0.0 |
| FINANCE TOTAL | | 20.0 | 0.0 | 1.0 | 21.0 | 0.0 |
| <u>HUMAN RESOURCES</u> | | | | | | |
| Dir of HR & Labor Relations | 14 | 1.0 | 0.0 | 0.0 | 1.0 | 0.0 |
| Admin Assistant (Copy Center) | 03 | 1.0 | 0.0 | 0.0 | 1.0 | 0.0 |
| Admin Assistant II - HR | 05 | 1.0 | 0.0 | 0.0 | 1.0 | 0.0 |
| Benefits & Comp Analyst | 07 | 2.0 | 0.0 | 0.0 | 2.0 | 0.0 |
| HR Representative II | 07 | 3.0 | 0.0 | 0.0 | 3.0 | 0.0 |
| Human Resources Analyst | 07 | 1.0 | 0.0 | 0.0 | 1.0 | 0.0 |
| Human Resources Assistant | 03 | 1.0 | 0.0 | 0.0 | 1.0 | 0.0 |
| Human Resources Supervisor | 08 | 2.0 | 0.0 | 0.0 | 2.0 | 0.0 |
| Manager of Human Resources | 11 | 1.0 | 0.0 | 0.0 | 1.0 | 0.0 |
| Mgr of Organizational Dev. | 09 | 1.0 | 0.0 | 0.0 | 1.0 | 0.0 |
| Receptionist- MTS | 02 | 1.0 | 0.0 | 0.0 | 1.0 | 0.0 |
| HUMAN RESOURCES TOTAL | | 15.0 | 0.0 | 0.0 | 15.0 | 0.0 |

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
POSITION INFORMATION (DETAILED POSITION FORMAT)
FISCAL YEAR 2014 AMENDED BUDGET
SECTION 10.04**

Att. N, AI 2b, 3/20/14

| | Salary Grade | Budget FY 2014 (FTE's) | Position Shifts (FTE's) | Net Positons Requiring Funding Adjs (FTE's) | Amended FY 2014 (FTE's) | Frozen Positions (FTE's) |
|--------------------------------------|-----------------|------------------------------|-------------------------------|--|-------------------------------|--------------------------------|
| <u>INFORMATION TECHNOLOGY</u> | | | | | | |
| Chief Technology Officer | 14 | 1.0 | 0.0 | 0.0 | 1.0 | 0.0 |
| Applications Development Mgr | 10 | 1.0 | 0.0 | 0.0 | 1.0 | 0.0 |
| Asst Chief Technology Officer | 11 | 1.0 | 0.0 | 0.0 | 1.0 | 0.0 |
| Business Systems Analyst | 10 | 4.0 | 0.0 | 0.0 | 4.0 | 0.0 |
| Computer Support Specialist | 05 | 3.0 | 0.0 | 0.0 | 3.0 | 0.0 |
| Database Administrator | 10 | 1.0 | 0.0 | 0.0 | 1.0 | 0.0 |
| Network Administrator | 09 | 1.0 | 0.0 | 0.0 | 1.0 | 0.0 |
| Network Operations Manager | 10 | 1.0 | 0.0 | 0.0 | 1.0 | 0.0 |
| Report Development Analyst | 09 | 1.0 | 0.0 | 0.0 | 1.0 | 0.0 |
| Sr Programmer Analyst | 10 | 1.0 | 0.0 | 0.0 | 1.0 | 0.0 |
| Systems Administrator | 08 | 4.0 | 0.0 | 0.0 | 4.0 | 0.0 |
| INFORMATION TECHNOLOGY TOTAL | | 19.0 | 0.0 | 0.0 | 19.0 | 0.0 |
| <u>LEGAL</u> | | | | | | |
| General Counsel | 15 | 1.0 | 0.0 | 0.0 | 1.0 | 0.0 |
| LEGAL TOTAL | | 1.0 | 0.0 | 0.0 | 1.0 | 0.0 |
| <u>MARKETING</u> | | | | | | |
| Dir Marketing & Communications | 13 | 1.0 | 0.0 | 0.0 | 1.0 | 0.0 |
| Advertising Specialist | 07 | 1.0 | 0.0 | 0.0 | 1.0 | 0.0 |
| Communications Design Manager | 09 | 1.0 | 0.0 | 0.0 | 1.0 | 0.0 |
| Communications Designer II | 05 | 1.0 | -1.0 | 0.0 | 0.0 | 0.0 |
| Communications Designer III | 07 | 1.0 | 1.0 | 0.0 | 2.0 | 0.0 |
| Digital Design & Content Spec. | 06 | 1.0 | 0.0 | 0.0 | 1.0 | 0.0 |
| Manager of Marketing | 10 | 1.0 | 0.0 | 0.0 | 1.0 | 0.0 |
| Marketing Coordinator | 05 | 1.0 | 0.0 | 0.0 | 1.0 | 0.0 |
| Marketing Intern | 01 | 0.5 | 0.0 | 0.0 | 0.5 | 0.0 |
| Public Relations Specialist | 10 | 0.0 | 0.0 | 1.0 | 1.0 | 0.0 |
| MARKETING TOTAL | | 8.5 | 0.0 | 1.0 | 9.5 | 0.0 |
| <u>PLANNING</u> | | | | | | |
| Director of Planning | 12 | 1.0 | 0.0 | 0.0 | 1.0 | -1.0 |
| Assoc Transportation Planner | 06 | 1.0 | 1.0 | 0.0 | 2.0 | 0.0 |
| Associate Scheduler | 06 | 1.0 | 0.0 | 0.0 | 1.0 | 0.0 |
| Manager of Planning | 10 | 1.0 | 0.0 | 0.0 | 1.0 | 0.0 |
| Manager of Scheduling | 10 | 1.0 | 0.0 | 0.0 | 1.0 | 0.0 |
| Operations Asst - Ride Checker | 01 | 2.5 | 0.0 | 0.0 | 2.5 | 0.0 |
| Planning Intern | 01 | 0.5 | 0.0 | 0.0 | 0.5 | 0.0 |
| Schedules / Operations Analyst | 09 | 1.0 | -1.0 | 0.0 | 0.0 | 0.0 |
| Sen Transp Plnr/Rail Ops An | 09 | 1.0 | 0.0 | 0.0 | 1.0 | 0.0 |
| Senior Transportation Planner | 09 | 2.0 | 0.0 | 0.0 | 2.0 | 0.0 |
| PLANNING TOTAL | | 12.0 | 0.0 | 0.0 | 12.0 | -1.0 |
| <u>PROCUREMENT</u> | | | | | | |
| Manager of Procurement | 12 | 1.0 | 0.0 | 0.0 | 1.0 | 0.0 |
| Buyer | 07 | 1.0 | 0.0 | 0.0 | 1.0 | 0.0 |
| Contract Specialist | 06 | 1.0 | 0.0 | 0.0 | 1.0 | 0.0 |
| Contracts Administrator | 08 | 1.0 | 0.0 | 0.0 | 1.0 | 0.0 |
| Procurement Assistant | 05 | 2.0 | 0.0 | 0.0 | 2.0 | -1.0 |
| Procurement Specialist | 08 | 6.0 | 0.0 | 0.0 | 6.0 | 0.0 |
| PROCUREMENT TOTAL | | 12.0 | 0.0 | 0.0 | 12.0 | -1.0 |
| <u>RIGHT OF WAY</u> | | | | | | |
| Manager of Real Estate Assets | 12 | 1.0 | 0.0 | 0.0 | 1.0 | 0.0 |
| Assistant Right of Way Agent | 07 | 1.0 | 0.0 | 0.0 | 1.0 | 0.0 |
| Right of Way Engineer | 10 | 1.0 | 0.0 | 0.0 | 1.0 | 0.0 |
| RIGHT OF WAY TOTAL | | 3.0 | 0.0 | 0.0 | 3.0 | 0.0 |

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
POSITION INFORMATION (DETAILED POSITION FORMAT)
FISCAL YEAR 2014 AMENDED BUDGET
SECTION 10.04**

Att. N, AI 2b, 3/20/14

| | Salary Grade | Budget FY 2014 (FTE's) | Position Shifts (FTE's) | Net Positons Requiring Funding Adjs (FTE's) | Amended FY 2014 (FTE's) | Frozen Positions (FTE's) |
|--|-----------------|------------------------------|-------------------------------|--|-------------------------------|--------------------------------|
| <u>RISK</u> | | | | | | |
| Liability Claims Supervisor | 07 | 1.0 | 0.0 | 0.0 | 1.0 | 0.0 |
| Manager of Risk and Claims | 10 | 1.0 | 0.0 | 0.0 | 1.0 | 0.0 |
| Risk Management Specialist | 05 | 1.0 | 0.0 | 0.0 | 1.0 | 0.0 |
| Workers' Compensation Analyst | 06 | 1.0 | 0.0 | 0.0 | 1.0 | 0.0 |
| RISK TOTAL | | 4.0 | 0.0 | 0.0 | 4.0 | 0.0 |
| <u>SECURITY</u> | | | | | | |
| Dir of Transit System Security | 12 | 1.0 | 0.0 | 0.0 | 1.0 | 0.0 |
| Clerk Typist/Data Entry TSS | BU | 4.0 | 0.0 | 0.0 | 4.0 | 0.0 |
| Code Compliance Inspector | BU | 30.0 | 0.0 | 0.0 | 30.0 | 0.0 |
| Code Compliance Supervisor | 06 | 5.0 | 0.0 | 0.0 | 5.0 | 0.0 |
| Deputy Dir of Transit Security | 10 | 1.0 | 0.0 | 0.0 | 1.0 | 0.0 |
| Mgr of TSS Field Operations | 09 | 1.0 | 0.0 | 0.0 | 1.0 | 0.0 |
| Security / Crime Analyst | 08 | 1.0 | 0.0 | 0.0 | 1.0 | 0.0 |
| SECURITY TOTAL | | 43.0 | 0.0 | 0.0 | 43.0 | 0.0 |
| <u>STORES (Admin)</u> | | | | | | |
| Materials Analyst | 06 | 0.0 | 1.0 | 0.0 | 1.0 | 0.0 |
| Materials Manager | 10 | 1.0 | 0.0 | 0.0 | 1.0 | 0.0 |
| STORES (Admin) TOTAL | | 1.0 | 1.0 | 0.0 | 2.0 | 0.0 |
| <u>STORES (BUS)</u> | | | | | | |
| Asst Manager of Stores (Bus) | 08 | 1.0 | 0.0 | 0.0 | 1.0 | 0.0 |
| Storeroom Clerks - IAD | BU | 6.0 | 1.0 | 0.0 | 7.0 | 0.0 |
| Storeroom Clerks - KMD | BU | 5.0 | -1.0 | 0.0 | 4.0 | 0.0 |
| Storeroom Supervisor - KMD | 07 | 1.0 | 0.0 | 0.0 | 1.0 | 0.0 |
| STORES (BUS) TOTAL | | 13.0 | 0.0 | 0.0 | 13.0 | 0.0 |
| <u>STORES (RAIL)</u> | | | | | | |
| Asst Manager of Stores (Rail) | 08 | 1.0 | 0.0 | 0.0 | 1.0 | 0.0 |
| Aux Store Supervisor | BU | 0.0 | 2.0 | 0.0 | 2.0 | 0.0 |
| Storekeeper | BU | 8.0 | -3.0 | 0.0 | 5.0 | 0.0 |
| STORES (RAIL) TOTAL | | 9.0 | -1.0 | 0.0 | 8.0 | 0.0 |
| <u>TELEPHONE INFORMATION SERVICES</u> | | | | | | |
| Sr Tele Info Supervisor | 08 | 1.0 | 0.0 | 0.0 | 1.0 | 0.0 |
| Tele Info Supervisor | 07 | 2.0 | 0.0 | 0.0 | 2.0 | 0.0 |
| Telephone Information Clerk | BU | 18.0 | 0.0 | 0.0 | 18.0 | 0.0 |
| TELEPHONE INFORMATION SERVICES TO | | 21.0 | 0.0 | 0.0 | 21.0 | 0.0 |
| <u>TRANSIT STORES</u> | | | | | | |
| Transit Store Supervisor | 07 | 1.0 | 0.0 | 0.0 | 1.0 | 0.0 |
| Asst Transit Store Supervisor | 06 | 1.0 | 0.0 | 0.0 | 1.0 | 0.0 |
| Senior Transit Store Clerk | BU | 1.0 | 0.0 | 0.0 | 1.0 | 0.0 |
| Transit Store Clerk | BU | 3.0 | 0.0 | 0.0 | 3.0 | 0.0 |
| TRANSIT STORES TOTAL | | 6.0 | 0.0 | 0.0 | 6.0 | 0.0 |
| Subtotal MTS Administration | | 201.5 | 0.0 | 5.0 | 206.5 | -2.0 |

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
POSITION INFORMATION (DETAILED POSITION FORMAT)
FISCAL YEAR 2014 AMENDED BUDGET
SECTION 10.04**

Att. N, AI 2b, 3/20/14

| | Budget | Position | Net Positons Requiring | Amended | Frozen |
|------------------------------------|--------------------|-------------------|---------------------------|--------------------|----------------------|
| Salary Grade | FY 2014 (FTE's) | Shifts (FTE's) | Funding Adjs (FTE's) | FY 2014 (FTE's) | Positions (FTE's) |
| <u>Bus Operations</u> | | | | | |
| <u>CONTRACT SERVICES</u> | | | | | |
| Transit Services Administrator | 12 | 1.0 | -1.0 | 0.0 | 0.0 |
| Asst Trans Ops Specialist | 06 | 3.0 | -1.0 | 0.0 | 2.0 |
| Contract Services Admin | 11 | 2.0 | -1.0 | 0.0 | 1.0 |
| Intern - Transit Services | 01 | 0.5 | 0.0 | 0.0 | 0.5 |
| Mgr of BRT & East County Ops | 11 | 0.0 | 1.0 | 0.0 | 1.0 |
| Mgr of South Bay Operations | 12 | 1.0 | 0.0 | 0.0 | 1.0 |
| Supvr of Passenger Facilities | 07 | 0.0 | 1.0 | 0.0 | 1.0 |
| Transit Operations Specialist | 05 | 0.0 | 1.0 | 0.0 | 1.0 |
| Transit Operations Technician | 04 | 1.0 | -1.0 | 0.0 | 0.0 |
| CONTRACT SERVICES TOTAL | 8.5 | -1.0 | 0.0 | 7.5 | 0.0 |
| <u>EXECUTIVE (BUS)</u> | | | | | |
| Chief Op Officer-Transit Servs | 15 | 0.0 | 1.0 | 0.0 | 1.0 |
| Chief Operating Officer (Bus) | 15 | 1.0 | -1.0 | 0.0 | 0.0 |
| Executive Assistant (COO Bus) | 06 | 1.0 | 0.0 | 0.0 | 1.0 |
| Mgr of Capital Projects (Bus) | 12 | 1.0 | 0.0 | 0.0 | 1.0 |
| Project Mgr-Capital Projects | 12 | 0.0 | 1.0 | 0.0 | 1.0 |
| Quality Assurance Inspector | 07 | 1.0 | -1.0 | 0.0 | 0.0 |
| Quality Assurance Supervisor | 09 | 1.0 | -1.0 | 0.0 | 0.0 |
| EXECUTIVE (BUS) TOTAL | 5.0 | -1.0 | 0.0 | 4.0 | 0.0 |
| <u>MAINTENANCE</u> | | | | | |
| Admin Asst II - Maintenance | 05 | 1.0 | 0.0 | 0.0 | 1.0 |
| Asst Mgr of Maintenance - IAD | 10 | 1.0 | 0.0 | 0.0 | 1.0 |
| Body Shop Apprentice II - KMD | BU | 1.0 | 0.0 | 0.0 | 1.0 |
| Communications Tech - IAD | BU | 2.0 | 0.0 | 0.0 | 2.0 |
| Communications Tech - KMD | BU | 1.0 | 0.0 | 0.0 | 1.0 |
| Dir of Fleet & Facility Maint | 13 | 1.0 | 0.0 | 0.0 | 1.0 |
| Foreman - IAD | 08 | 9.0 | 0.0 | 0.0 | 9.0 |
| Foreman - KMD | 08 | 7.0 | 1.0 | 0.0 | 8.0 |
| Maintenance Analyst | 06 | 1.0 | 0.0 | 0.0 | 1.0 |
| Maintenance Clerk - KMD | 02 | 1.0 | 0.0 | 0.0 | 1.0 |
| Manager of Maintenance IAD | 11 | 1.0 | -1.0 | 0.0 | 0.0 |
| Manager Of Maintenance KMD | 11 | 1.0 | 0.0 | 0.0 | 1.0 |
| Mechanic A - IAD | BU | 25.0 | 0.0 | 0.0 | 25.0 |
| Mechanic A - KMD | BU | 22.0 | 1.0 | 0.0 | 23.0 |
| Mechanic Apprentice I - IAD | BU | 9.0 | -1.0 | 0.0 | 8.0 |
| Mechanic Apprentice I - KMD | BU | 1.0 | 0.0 | 0.0 | 1.0 |
| Mechanic Apprentice II - IAD | BU | 2.0 | 1.0 | 0.0 | 3.0 |
| Mechanic B - IAD | BU | 2.0 | 0.0 | 0.0 | 2.0 |
| Mechanic C - IAD | BU | 19.0 | 0.0 | 0.0 | 19.0 |
| Mechanic C - KMD | BU | 12.0 | -1.0 | 0.0 | 11.0 |
| Mgr of Fleet & Facility Maint | 11 | 0.0 | 1.0 | 0.0 | 1.0 |
| Mgr of Maintenance Training | 09 | 0.0 | 1.0 | 0.0 | 1.0 |
| Quality Assurance Inspector | 07 | 0.0 | 1.0 | 0.0 | 1.0 |
| Quality Assurance Supervisor | 09 | 0.0 | 1.0 | 0.0 | 1.0 |
| Serviceman A - IAD | BU | 14.0 | 20.0 | 0.0 | 34.0 |
| Serviceman A - KMD | BU | 8.0 | 8.0 | 0.0 | 16.0 |
| Serviceman B - IAD | BU | 18.0 | -18.0 | 0.0 | 0.0 |
| Serviceman B - KMD | BU | 10.0 | -10.0 | 0.0 | 0.0 |
| Sign Truck Operator | BU | 1.0 | 0.0 | 0.0 | 1.0 |
| MAINTENANCE TOTAL | 170.0 | 4.0 | 0.0 | 174.0 | 0.0 |
| <u>MAINTENANCE-FACILITY</u> | | | | | |
| Manager of Facilities | 10 | 1.0 | -1.0 | 0.0 | 0.0 |
| Foreman - IAD | 08 | 0.0 | 1.0 | 0.0 | 1.0 |
| Mechanic A - Facilities - IAD | BU | 2.0 | 0.0 | 0.0 | 2.0 |

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
POSITION INFORMATION (DETAILED POSITION FORMAT)
FISCAL YEAR 2014 AMENDED BUDGET
SECTION 10.04**

Att. N, AI 2b, 3/20/14

| | Salary Grade | Budget FY 2014 (FTE's) | Position Shifts (FTE's) | Net Positions Requiring Funding Adjs (FTE's) | Amended FY 2014 (FTE's) | Frozen Positions (FTE's) |
|------------------------------------|-----------------|------------------------------|-------------------------------|---|-------------------------------|--------------------------------|
| Mechanic A - Facilities - KMD | BU | 2.0 | 0.0 | 0.0 | 2.0 | 0.0 |
| Supvr Building Maintenance | 07 | 1.0 | -1.0 | 0.0 | 0.0 | 0.0 |
| MAINTENANCE-FACILITY TOTAL | | 6.0 | -1.0 | 0.0 | 5.0 | 0.0 |
| <u>PASSENGER SERVICES</u> | | | | | | |
| Customer Service Supervisor | 06 | 2.0 | 0.0 | 0.0 | 2.0 | 0.0 |
| Classroom Day Pass Coordinator | 01 | 0.5 | -0.5 | 0.0 | 0.0 | 0.0 |
| Customer Service Clerk | BU | 2.0 | 0.0 | 0.0 | 2.0 | -1.0 |
| Information Service Rep | 03 | 1.0 | -1.0 | 0.0 | 0.0 | 0.0 |
| Manager of Support Services | 12 | 0.0 | 1.0 | 0.0 | 1.0 | 0.0 |
| Receptionist | 02 | 1.0 | 0.0 | 0.0 | 1.0 | 0.0 |
| Support Services Assistant | 01 | 0.0 | 0.5 | 0.0 | 0.5 | 0.0 |
| PASSENGER SERVICES TOTAL | | 6.5 | 0.0 | 0.0 | 6.5 | -1.0 |
| <u>REVENUE (BUS)</u> | | | | | | |
| Revenue Manager (Bus) | 10 | 1.0 | -1.0 | 0.0 | 0.0 | 0.0 |
| Asst Rev Technicians - IAD | BU | 2.0 | 0.0 | 0.0 | 2.0 | 0.0 |
| Asst Rev Technicians - KMD | BU | 0.0 | 1.0 | 0.0 | 1.0 | 0.0 |
| Revenue Administrator | 10 | 0.0 | 1.0 | 0.0 | 1.0 | 0.0 |
| Revenue Analyst | 03 | 1.0 | -1.0 | 0.0 | 0.0 | 0.0 |
| Revenue Processors - IAD | BU | 3.0 | 0.0 | 0.0 | 3.0 | 0.0 |
| Revenue Processors - KMD | BU | 2.0 | 0.0 | 0.0 | 2.0 | 0.0 |
| Revenue Technicians - IAD | BU | 2.0 | 0.0 | 0.0 | 2.0 | 0.0 |
| Revenue Technicians - KMD | BU | 2.0 | 0.0 | 0.0 | 2.0 | 0.0 |
| REVENUE (BUS) TOTAL | | 13.0 | 0.0 | 0.0 | 13.0 | 0.0 |
| <u>SAFETY</u> | | | | | | |
| Manager of Safety (Bus) | 09 | 1.0 | 0.0 | 0.0 | 1.0 | 0.0 |
| SAFETY TOTAL | | 1.0 | 0.0 | 0.0 | 1.0 | 0.0 |
| <u>TRAINING</u> | | | | | | |
| Manager Of Training | 09 | 1.0 | -1.0 | 0.0 | 0.0 | 0.0 |
| Bus Op Training Instructor | 06 | 6.0 | 0.0 | 0.0 | 6.0 | 0.0 |
| Maintenance Instructor | 07 | 1.0 | -1.0 | 0.0 | 0.0 | 0.0 |
| P/T Bus Op Training Instructor | 06 | 1.5 | 1.0 | 0.0 | 2.5 | 0.0 |
| Sr Bus Operations Instructor | 07 | 1.0 | 0.0 | 0.0 | 1.0 | 0.0 |
| TRAINING TOTAL | | 10.5 | -1.0 | 0.0 | 9.5 | 0.0 |
| <u>TRANSPORTATION (BUS)</u> | | | | | | |
| Director of Transportation | 13 | 1.0 | -1.0 | 0.0 | 0.0 | 0.0 |
| Admin Asst II - Operations | 05 | 1.0 | 0.0 | 0.0 | 1.0 | 0.0 |
| Asst Mgr of Trans Comm & Techn | 10 | 1.0 | 0.0 | 0.0 | 1.0 | 0.0 |
| Bus Operators - F/T | BU | 503.0 | 0.0 | 0.0 | 503.0 | 0.0 |
| Bus Operators - P/T | BU | 2.0 | 0.0 | 0.0 | 2.0 | 0.0 |
| Comm/Ops Supv-Dispatch IAD | 08 | 6.0 | -1.0 | 0.0 | 5.0 | 0.0 |
| Comm/Ops Supv-Dispatch KMD | BU | 0.0 | 1.0 | 0.0 | 1.0 | 0.0 |
| Comm/Ops Supv-Radio | 08 | 10.0 | 0.0 | 0.0 | 10.0 | 0.0 |
| Director of Transit Operations | 13 | 0.0 | 1.0 | 0.0 | 1.0 | 0.0 |
| Dispatch Clerk | BU | 5.0 | 0.0 | 0.0 | 5.0 | 0.0 |
| Manager of Service Operations | 10 | 1.0 | 0.0 | 0.0 | 1.0 | 0.0 |
| Mgr of Trans Comm & Technology | 10 | 1.0 | 0.0 | 0.0 | 1.0 | 0.0 |
| Service Operations Supervisor | 08 | 12.0 | 0.0 | 0.0 | 12.0 | 0.0 |
| Trans Div Manager - IAD | 10 | 1.0 | 0.0 | 0.0 | 1.0 | 0.0 |
| Trans Div Manager - KMD | 10 | 1.0 | 0.0 | 0.0 | 1.0 | 0.0 |
| TRANSPORTATION (BUS) TOTAL | | 545.0 | 0.0 | 0.0 | 545.0 | 0.0 |
| Subtotal Bus Operations | | 765.5 | 0.0 | 0.0 | 765.5 | -1.0 |

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
POSITION INFORMATION (DETAILED POSITION FORMAT)
FISCAL YEAR 2014 AMENDED BUDGET
SECTION 10.04**

Att. N, AI 2b, 3/20/14

| | Salary Grade | Budget FY 2014 (FTE's) | Position Shifts (FTE's) | Net Positions Requiring Funding Adjs (FTE's) | Amended FY 2014 (FTE's) | Frozen Positions (FTE's) |
|--------------------------------------|-----------------|------------------------------|-------------------------------|---|-------------------------------|--------------------------------|
| <u>Rail Operations</u> | | | | | | |
| <u>EXECUTIVE (RAIL)</u> | | | | | | |
| Chief Operating Officer (Rail) | 15 | 1.0 | 0.0 | 0.0 | 1.0 | 0.0 |
| Engineering Intern | 01 | 0.5 | 0.0 | 0.0 | 0.5 | 0.0 |
| Executive Assistant (COO Rail) | 06 | 1.0 | 0.0 | 0.0 | 1.0 | 0.0 |
| Mgr of Capital Projects (Rail) | 12 | 1.0 | 0.0 | 0.0 | 1.0 | 0.0 |
| Special Events Coordinator | 09 | 1.0 | 0.0 | 0.0 | 1.0 | 0.0 |
| System Safety Manager (Rail) | 09 | 1.0 | 0.0 | 0.0 | 1.0 | 0.0 |
| Systems Engineer (Rail) | 11 | 1.0 | 0.0 | 1.0 | 2.0 | 0.0 |
| EXECUTIVE (RAIL) TOTAL | | 6.5 | 0.0 | 1.0 | 7.5 | 0.0 |
| <u>FACILITIES</u> | | | | | | |
| Facilities Manager | 10 | 1.0 | 0.0 | 0.0 | 1.0 | 0.0 |
| Admin Asst II - Facilities | 05 | 1.0 | 0.0 | 0.0 | 1.0 | 0.0 |
| Facilities Supervisor | 06 | 6.0 | -1.0 | 0.0 | 5.0 | 0.0 |
| Serviceperson | BU | 59.0 | 1.0 | 0.0 | 60.0 | -1.0 |
| FACILITIES TOTAL | | 67.0 | 0.0 | 0.0 | 67.0 | -1.0 |
| <u>LIGHT RAIL VEHICLES</u> | | | | | | |
| Superintendent of LRV Maint | 12 | 1.0 | 0.0 | 0.0 | 1.0 | 0.0 |
| Admin Asst II - LRV | 05 | 1.0 | -1.0 | 0.0 | 0.0 | 0.0 |
| Asst Superintendent LRV | 10 | 1.0 | 0.0 | 0.0 | 1.0 | 0.0 |
| Clerk Typist/Data Entry LRV | BU | 1.0 | 1.0 | 0.0 | 2.0 | 0.0 |
| LRV Asst Lineman | BU | 12.0 | -4.0 | 0.0 | 8.0 | 0.0 |
| LRV Electromechanic | BU | 58.0 | 3.0 | 0.0 | 61.0 | 0.0 |
| LRV Lineman | BU | 7.0 | 0.0 | 0.0 | 7.0 | 0.0 |
| LRV Maint Supervisor | 09 | 5.0 | 1.0 | 0.0 | 6.0 | 0.0 |
| LRV Project Coordinator/Analyst | 09 | 1.0 | 0.0 | 0.0 | 1.0 | 0.0 |
| Training Supervisor - LRV | 08 | 1.0 | 0.0 | 0.0 | 1.0 | 0.0 |
| LIGHT RAIL VEHICLES TOTAL | | 88.0 | 0.0 | 0.0 | 88.0 | 0.0 |
| <u>MAINTENANCE OF WAYSIDE</u> | | | | | | |
| Superintendent Wayside Maint | 12 | 1.0 | 0.0 | 0.0 | 1.0 | 0.0 |
| Asst Superintendent Wayside | 10 | 1.0 | 0.0 | 0.0 | 1.0 | 0.0 |
| Clerk Typist/Data Entry MOW | BU | 2.0 | -1.0 | 0.0 | 1.0 | 0.0 |
| Training Supervisor - MOW | 08 | 1.0 | 0.0 | 0.0 | 1.0 | 0.0 |
| Wayside Assistant Lineman | BU | 7.0 | 1.0 | 0.0 | 8.0 | 0.0 |
| Wayside Electromechanic | BU | 17.0 | 2.0 | 0.0 | 19.0 | 0.0 |
| Wayside Lineman | BU | 6.0 | -3.0 | 0.0 | 3.0 | 0.0 |
| Wayside Maintenance Supervisor | 09 | 4.0 | 0.0 | 0.0 | 4.0 | 0.0 |
| MAINTENANCE OF WAYSIDE TOTAL | | 39.0 | -1.0 | 0.0 | 38.0 | 0.0 |
| <u>REVENUE (RAIL)</u> | | | | | | |
| Revenue Manager (Rail) | 10 | 1.0 | 0.0 | 0.0 | 1.0 | 0.0 |
| Clerk Typist/Data Entry REV | BU | 2.0 | 0.0 | 0.0 | 2.0 | 0.0 |
| Collector / Processor | BU | 8.0 | 0.0 | 0.0 | 8.0 | 0.0 |
| Revenue Maintainer I | BU | 1.0 | -1.0 | 0.0 | 0.0 | 0.0 |
| Revenue Maintainer II | BU | 3.0 | -1.0 | 0.0 | 2.0 | 0.0 |
| Revenue Maintainer III | BU | 9.0 | 3.0 | 0.0 | 12.0 | 0.0 |
| Revenue Maintenance Supervisor | 09 | 2.0 | 0.0 | 0.0 | 2.0 | 0.0 |
| Revenue Supervisor | 07 | 2.0 | 0.0 | 0.0 | 2.0 | 0.0 |
| Ridership Surveyor | BU | 5.0 | 0.0 | 0.0 | 5.0 | 0.0 |
| Special Events Assistant | 01 | 7.2 | 0.0 | 0.0 | 7.2 | 0.0 |
| REVENUE (RAIL) TOTAL | | 40.2 | 1.0 | 0.0 | 41.2 | 0.0 |

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
POSITION INFORMATION (DETAILED POSITION FORMAT)
FISCAL YEAR 2014 AMENDED BUDGET
SECTION 10.04**

Att. N, AI 2b, 3/20/14

| | Salary Grade | Budget FY 2014 (FTE's) | Position Shifts (FTE's) | Net Positions Requiring Funding Adjs (FTE's) | Amended FY 2014 (FTE's) | Frozen Positions (FTE's) |
|-------------------------------------|-----------------|------------------------------|-------------------------------|---|-------------------------------|--------------------------------|
| <u>TRACK</u> | | | | | | |
| Track Supervisor | 09 | 2.0 | 0.0 | 0.0 | 2.0 | 0.0 |
| Trackperson | BU | 16.0 | 0.0 | 0.0 | 16.0 | -1.0 |
| TRACK TOTAL | | 18.0 | 0.0 | 0.0 | 18.0 | -1.0 |
| <u>TRANSPORTATION (RAIL)</u> | | | | | | |
| Superintendant Transportation | 12 | 1.0 | 0.0 | 0.0 | 1.0 | 0.0 |
| Asst Superintendent Trans | 10 | 1.0 | 0.0 | 0.0 | 1.0 | 0.0 |
| Assignments Supervisor | 07 | 4.0 | 0.0 | 0.0 | 4.0 | 0.0 |
| Central Control Supervisor | 09 | 2.0 | 0.0 | 0.0 | 2.0 | 0.0 |
| Flagpersons | BU | 30.0 | 0.0 | 0.0 | 30.0 | 0.0 |
| Systems Supervisors | 08 | 14.0 | 0.0 | 0.0 | 14.0 | 0.0 |
| Train Operator | BU | 95.0 | 0.0 | 0.0 | 95.0 | 0.0 |
| Train Operator - PT | BU | 49.3 | 0.0 | 0.0 | 49.3 | 0.0 |
| Training Supervisor - Trans | 08 | 2.0 | 0.0 | 0.0 | 2.0 | 0.0 |
| Transportation Controller | 08 | 12.0 | 0.0 | 0.0 | 12.0 | 0.0 |
| TRANSPORTATION (RAIL) TOTAL | | 210.3 | 0.0 | 0.0 | 210.3 | 0.0 |
| Subtotal Rail Operations | | 469.0 | 0.0 | 1.0 | 470.0 | -2.0 |

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
POSITION INFORMATION (DETAILED POSITION FORMAT)
FISCAL YEAR 2014 AMENDED BUDGET
SECTION 10.04**

Att. N, AI 2b, 3/20/14

| | Salary Grade | Budget FY 2014 (FTE's) | Position Shifts (FTE's) | Net Positions Requiring Funding Adjs (FTE's) | Amended FY 2014 (FTE's) | Frozen Positions (FTE's) |
|--------------------------------------|-----------------|------------------------------|-------------------------------|---|-------------------------------|--------------------------------|
| <u>Other MTS Operations</u> | | | | | | |
| <u>TAXICAB</u> | | | | | | |
| Taxicab Administration Manager | 10 | 1.0 | 0.0 | 0.0 | 1.0 | 0.0 |
| Admin Asst II - Taxi | 05 | 1.0 | 0.0 | 0.0 | 1.0 | 0.0 |
| Office Clerk II | 03 | 1.0 | 0.0 | 0.0 | 1.0 | 0.0 |
| Regulatory Analyst | 06 | 3.0 | 0.0 | 0.0 | 3.0 | 0.0 |
| Regulatory Enforcement Supvr | 06 | 0.0 | 1.0 | 0.0 | 1.0 | 0.0 |
| Regulatory Inspector | 05 | 4.0 | -1.0 | 0.0 | 3.0 | 0.0 |
| TAXICAB TOTAL | | 10.0 | 0.0 | 0.0 | 10.0 | 0.0 |
| Subtotal Other MTS Operations | | 10.0 | 0.0 | 0.0 | 10.0 | 0.0 |
| Grand Total | | 1,446.0 | 0.0 | 6.0 | 1,452.0 | -5.0 |

SAN DIEGO METROPOLITAN TRANSIT SYSTEM

RESOLUTION NO. 14-3

Resolution Approving Amendments to FY 2014 Budget

WHEREAS, the MTS Board of Directors adopted Resolution No. 13-12 on May 16, 2013, approving the FY 2014 budgets for MTS, San Diego Transit Corporation, San Diego Trolley, Inc., MTS Contract Services, Chula Vista Transit, and Coronado Ferry;

BE IT RESOLVED, that the MTS Board of Directors approves changes to the fiscal year 2014 Operating Budget, per the attached proposed Budget Amendments.

PASSED AND ADOPTED, by the MTS Board of Directors this 21st day of March 2014, by the following vote:

AYES:

NAYES:

ABSENT:

ABSTAINING:

Chairman
San Diego Metropolitan Transit System

Filed by:

Approved as to form:

Clerk of the Board
San Diego Metropolitan Transit System

Office of the General Counsel
San Diego Metropolitan Transit System

MEETING OF THE BOARD OF DIRECTORS FOR THE
METROPOLITAN TRANSIT SYSTEM (MTS)

DRAFT MINUTES

1255 Imperial Avenue, Suite 1000
San Diego, CA 92101

February 20, 2014

1a. Roll Call

Chairman Mathis called the Board meeting to order at 9:02 a.m. A roll call sheet listing Board member attendance is attached.

2. Approval of Minutes

Mr. McClellan moved to approve the Minutes of the January 16, 2014, MTS Board of Directors meeting with a correction to the date (2013 corrected to 2014). Mr. Ovrom seconded the motion, and the vote was 8 to 0 in favor.

3. Public Comments

Dukes Wothers – Chair of Hold onto Your Butt Campaign through the Surf-Rider Foundation. Mr. Wothers stated that the Surf-Rider Foundation's goal is to protect and keep San Diego beaches and oceans clean so that they can be enjoyed by all. He reported that there is an epidemic of cigarette litter at the Old Town Transit Center (OTTC). He gave examples of the numbers of butts picked up by volunteers in 90-minute time frames. Mr. Wothers stated that MTS has a lot of employees in MTS vehicles monitoring the stations and suggested that those employees tell patrons to use the garbage cans and also get out of their vehicles and hand out ash trays to smokers. He offered to install ash cans on lampposts and provide miniature ash trays for a nominal fee. He added that he feels that there is not enough enforcement (by MTS). Chairman Mathis thanked Mr. Wothers for his organization's cleanup efforts. He reminded members that MTS has a smoking ban in place, which is enforced. Mr. Wothers responded that he is at the OTTC station almost every day, and he has never seen anyone ticketed.

1b. SDG&E Donation to MTS Vintage Trolley (Taken Out or Order)

Chairman Mathis introduced Frank Urstasun and Pedro Villegas from San Diego Gas and Electric (SDG&E) who presented MTS with a \$50,000 donation for the Vintage Trolley. SDG&E is joining MTS in celebrating the centennial for Balboa Park by working with MTS on the restoration of the second car (Car No. 530). Car No. 530 is coming from New Jersey, and it has been overhauled and is electrically and mechanically sound. The final cosmetics will be completed, and it will be equipped to operate late in the year.

Mr. Urstasun remarked that it is a pleasure to partner with MTS. He added that SDG&E gives a lot back to the community, and this project will be great in terms of education. Mr. Cunningham expressed gratitude to Chairman Mathis for making his vision come to fruition. Chairman Mathis responded that having a second car is critical to expand services and will enable the Vintage Trolley to run every day.

CONSENT ITEMS

6. San Diego and Arizona Eastern (SD&AE) Railway Company Quarterly Reports and Ratification of Actions Taken by the SD&AE Board of Directors at its Meeting on January 14, 2014
Action would: 1) receive the San Diego and Imperial Valley Railroad (SD&IV), Pacific Southwest Railway Museum Association (Museum), and Pacific Imperial Railroad, Inc. (PIR) quarterly reports for information; and 2) ratify actions taken by the SD&AE Board at its quarterly meeting on January 14, 2014.

Susan Wilson – Public Speaker. Ms. Wilson referenced MTS's "See Something/Say Something" campaign on its Web site. Ms. Wilson praised MTS for its public service. She asked Board members to become knowledgeable about the ownership of Pacific Imperial Railroad (PIR)—specifically its related-party contracts. Ms. Wilson stated that there are people who are knowledgeable (about PIR), and they would be happy to provide education about the facts.

Action Taken

Mr. McClellan moved to approve Consent Agenda Item No. 6. Mr. Ovrom seconded the motion, and the vote was 10 to 0 in favor with Board members Emerald, Gastil, Lightner, Roberts, and Salas absent.

7. Addition of Three Information Technology Positions
Action would authorize the Chief Executive Officer (CEO) to add: (1) one Lead Computer Support Specialist to the FY 14 budget increasing the total Full-Time Equivalent (FTE) position from 0 to 1 at Grade #5 (\$35,972.00 - \$55,577.00); (2) one System Administrator to the FY 14 budget increasing the total FTE position from 4 to 5 at Grade #8 (\$53,356.00 - \$85,183.00); and (3) one Fare Technology Program Manager to the FY 14 budget increasing the total FTE position from 0 to 1 at Grade #10 (\$69,951.00 - \$111,676.00).

Ms. Cole asked if the three I.T. positions have been filled. Mr. Jablonski responded that they have not. Ms. Cole asked what type of outreach will be conducted. Jeff Stumbo, MTS Director of Human Resources, responded that MTS will advertise internally and on the MTS Web site in addition to CareerBuilder, Dice, and LinkedIn.

Ms. Cole stated that she is a huge advocate of helping San Diego residents find jobs and offered to post MTS's available job positions on her newsletter. She stated that her goal is to connect qualified people in San Diego with good-paying jobs and to also embrace diversity.

Mr. Jablonski added that MTS will recruit locally for these positions. He stated that these 3 positions are not new positions—they are funded by SANDAG, but they will be returning to MTS, so there will be no budget increase. Mr. Mathis stated that MTS is happy to cooperate in collaboratively recruiting.

8. 2014 State and Federal Legislative Programs
Action would approve staff recommendations for 2014 federal and state legislative programs.
9. Investment Report - December 2013
Informational item only. No action taken.

CONSENT ITEMS (Continued)

10. Excess Insurance Renewals for Liability and Workers' Compensation Program
Action would approve the purchase of excess liability insurance (at limits of \$75 million less a \$2 million self-insured retention [SIR]) and excess workers' compensation insurance (at statutory limits less a \$1 million SIR). The new policies would be in effect from March 1, 2014, through March 1, 2015.
11. Class B Paratransit and Class E Medium Duty Body on Chassis Buses - Contract Award
Action would authorize the CEO to: (1) execute MTS Doc. No. B0611.0-14 with Creative Bus Sales for the purchase of up to 50 Class B paratransit buses and up to 6 Class E medium-duty body-on-chassis buses; and (2) exercise the option to purchase up to 10 additional Class B paratransit buses pending availability of funding in future fiscal years.
12. MTS Bus Rapid Transit (BRT) Station Maintenance - Contract Award
Action would authorize the CEO to: (1) execute MTS Doc. No. G1658.0-14 with ISS Facility Services, Inc. for the provision of station maintenance services at designated bus rapid transit (BRT) stations for a contract base period of 5 years with 2 one-year options to be exercised exclusively at MTS's discretion; and (2) exercise each option period at the CEO's discretion.

Ms. Cole asked which BRT stations will be provided with maintenance services. Mike Daney, MTS Manager of Bus Rapid Transit and East County Operations, explained that the contract covers phasing in maintenance services for all future BRT stations.

Action on Recommended Consent Items

Ms. Cole moved to approve Consent Agenda Item Nos. 7-12. Mr. Cunningham seconded the motion, and the vote was 10 to 0 in favor with Board members Emerald, Gastil, Lightner, Roberts, and Salas absent.

CLOSED SESSION

24. Closed Session Items

The Board convened to Closed Session at 9:23 a.m.

- a. CLOSED SESSION - CONFERENCE WITH LABOR NEGOTIATORS PURSUANT TO CALIFORNIA GOVERNMENT CODE SECTION 54957.6
Agency-Designated Representative: Jeff Stumbo
Employee Organization: Internal Brotherhood of Electrical Workers, Local 465
- b. CLOSED SESSION - PUBLIC EMPLOYEE PERFORMANCE EVALUATION/ CONFERENCE WITH LABOR NEGOTIATORS CHIEF EXECUTIVE OFFICER Pursuant to California Government Code Sections 54957 and 54957.6;
Agency-Designated Representative: Harry Mathis
Employee: Paul C. Jablonski
- c. CLOSED SESSION - CONFERENCE WITH LEGAL COUNSEL – Existing Litigation Pursuant to California Government Code Section 54956.9(d)(1): Lopez v. Gutierrez, et al. (San Diego Superior Court Case No. 37-2013-00056270-CU-PA-CTL)

24. Closed Session Items (Continued)

- d. CLOSED SESSION - CONFERENCE WITH LEGAL COUNSEL – Existing Litigation Pursuant to California Government Code Section 54956.9(a): Janice Teeter v. SDTC (WCAB Case Numbers: ADJ8804639 and ADJ8806510)

The Board reconvened to Open Session at 10:38 a.m.

Oral Report of Final Actions Taken in Closed Session

Karen Landers, General Counsel, reported the following:

- a. The Board ratified the Collective Bargaining Agreement between San Diego Transit Corporation (SDTC) and the International Brotherhood of Electrical Workers (IBEW) 465 by a vote 12 to 0 with Board members Emerald, Gastil, and Roberts absent.
- b. The Board gave a performance evaluation to the Chief Executive Officer and gave instructions to labor negotiator Chairman Mathis.
- c. The Board gave instructions to legal counsel.
- d. The Board authorized a Compromise and Release Settlement by a vote of 12 to 0 with Board members Emerald, Gastil, and Roberts absent.

NOTICED PUBLIC HEARINGS

25. None.

DISCUSSION ITEMS

30. 2014 Major Bus Service Changes

Sharon Cooney, MTS Chief of Staff, reported that MTS held a public hearing in January regarding BRT-related service changes proposed for implementation this summer. She explained that the proposal includes feeder changes and focuses on maximizing MTS's investment.

Ms. Cooney added that MTS considered the public comments that were submitted and the Title VI Analysis (see handouts titled "Public Comments" and "Title VI Analysis" available on MTS's Web site at http://www.sdmts.com/MTS/MTS_board.asp). Ms. Cooney clarified that today's request is for Board approval of staff's proposed revised services changes.

Denis Desmond, MTS Manager of Planning, gave a PowerPoint presentation. Mr. Desmond reviewed the three new rapid routes (235 - formerly Rapid A; 237 - formerly Rapid B; and 215 - formerly Rapid C) proposed for summer implementation. He gave a description of each route and their benefits, including new stations and amenities, more frequency and faster service, new buses, new riders, and goals for improving all services. Mr. Desmond added that the operations are 100% subsidized by TransNet.

Mr. Desmond reviewed public outreach efforts and feedback received, the Title VI Analysis, and comments since the Public Hearing in January. (All Board members were provided with a full copy of the Title VI Analysis and a copy of all public comments received by MTS.)

Mr. Desmond explained that the results of the Title VI Analysis showed no disparate impact to minorities or disproportionate burdens to low-income communities based on the definitions in Policy No. 42 adopted by the Board in June 2013. He added that a full copy of the Title VI Analysis had been provided to each Board member and called out certain elements of the report, including maps for each route, the methodology, and the results.

Mr. Desmond stated that based on the feedback received at the January 16 Public Hearing from the public and the Board, staff is proposing two amendments to the original recommendations. He noted that these modifications did not change the results of the original Title VI Analysis.

Mr. Desmond stated that the first proposed amendment is to Route 14 (Grantville to La Mesa) was originally proposed to be discontinued due to poor performance, but it was reassessed after the Public Hearing based on Board member feedback. Staff has negotiated with the collective bargaining unit to be able to use a smaller bus on the route, and it would reduce a few late and early trips but keep the same routing and frequency. The service would run for a 12-month trial period to monitor performance.

Mr. Desmond stated that the second amended proposal is to Route 880 (Premium Express service from 4S Ranch to University Town Center) funded through 4S Ranch mitigation funds (those funds run out in April 2014). Route 880 was originally proposed to be discontinued as it is the lowest-performing of the Premium Express services; however, the Board requested that staff revisit maintaining this service. Staff is now proposing to change the Route 880 to a new Route 270, run it with a smaller bus, and shorten the routing to operate only between the Rancho Bernardo Transit Station and the Sorrento Valley area (the University Town Center end will be duplicated by the new Rapid Route 237 and is only about 10% of the ridership).

Mr. Desmond reviewed the proposed performance criteria that the three trial routes (Routes 14, 170, and 270) would be required to meet to be recommended for continuation beyond the 12-month trial period. The metric would be 'passengers per hour' with Route 14 required to achieve its current level or above, Route 170 required to achieve a minimum of 25.0 (80% of its Express category average), and Route 270 required to achieve at least 21.0 (80% of current Route 810's performance).

Mr. Desmond indicated that the remaining recommendations are the same as presented at the January Public Hearing and provided a summary of those proposals and the overall budget impacts. He added that the first phase of implementation would begin in June and the second phase around September.

Lee Friedman representing Councilman Mark Kersey - Public Speaker. Mr. Friedman informed the Board that Councilmember Kersey initially opposed the discontinuance of Route 880; however, he does support the creation of Route 270 and feels it should be permanent as it serves a lot of employers, such as Qualcomm. Mr. Friedman thanked the Board and staff for their hard work. Chairman Mathis added that Councilman Kersey is the Chair of the San Diego Infrastructure Committee.

Ms. Lightner thanked staff for the proposed changes. She requested changing the proposed goal for Route 270 to 80% of its category average like the Route 170 goal (shown on the PowerPoint). Ms. Lightner added that she will be asking for the continuance of Route 270 and is adamant in supporting it in the future. She also appreciates the proposed changes to Route 14 as well and hopes that the addition of high-density senior transit-oriented development on the route will allow it to continue to grow.

Ms. Cole thanked staff for listening to the constituents, and she is glad that Routes 14 and 880 are continuing.

Mr. Minto thanked staff for their work. He stated that he had a constituent ask about new rapid transit not stopping at the Fashion Valley terminal and asked if that is true. Mr. Minto added that Route 20 says it is now serving Fashion Valley for Green Line transfers and asked for clarification. Mr. Desmond responded that the Rapid buses will be on I-15 to serve the City Heights stations, so they would not be on Highway 163 where they could serve Fashion Valley. To bridge the gap with the Green Line, MTS will continue running Route 20 between City College, Fashion Valley, and Kearny Mesa every 15 minutes during peak hours with every trip (instead of every other trip) going into Fashion Valley.

Action Taken

Ms. Lightner moved to approve the staff-recommended major service changes, as amended from the January 16, 2014, Public Hearing. Ms. Cole seconded the motion, and the vote was 12 to 0 in favor with Board members Emerald, Gastil, and Roberts absent.

31. Amendment to CEO Employment Agreement

Karen Landers stated that the request presented is to approve an amendment to the Executive Employment Agreement for Paul C. Jablonski to provide additional compensation and/or fringe benefits as proposed. This proposal includes a merit increase of 3.5%; a one-time \$5,000 contribution to a tax-deferred compensation account; and the extension of 80 hours of compensatory time for weekend hours worked for calendar year 2014 for a total budget impact of \$16,325.00.

Action Taken

Ms. Salas moved to approve an amendment to the Executive Employment Agreement between MTS and Paul C. Jablonski to provide additional compensation and/or fringe benefits. Ms. Cole seconded the motion, and the vote was 12 to 0 in favor with Board members Emerald, Gastil, and Roberts absent.

REPORT ITEMS

45. Quarterly Performance Monitoring Report

Denis Desmond gave a PowerPoint presentation. Mr. Desmond explained that MTS Policy No. 42 requires that staff report service performance monitoring to the Board on an annual basis, but staff will report on more critical items as needed. Mr. Desmond highlighted some of the critical metrics that staff looks at including total passengers, average weekday passengers, passengers per revenue hour, and on-time performance. He also reviewed preventable accidents, complaints, in-service miles and hours, and weekday peak vehicle requirements.

46. Chargers Football 2013 Year-End Summary

Tom Doogan, MTS Special Events Coordinator, gave a PowerPoint presentation. He reported on MTS trolley service to Qualcomm Stadium for the 16th full season of Chargers football. Mr. Doogan reviewed Green Line services, extended hours, and additional trips provided during Chargers games. He described the burden on the entire system during the games and also the improvements in service with the new SD-8 low-floor vehicles. Mr. Doogan reviewed

attendance, ridership numbers and averages, ticket sales revenue and averages, and the MTS mTicket. He reported that one game was selected to provide comparison data for event operating expenses v. revenue generated, and the result was variable costs for event services were more than offset by increased revenue. Mr. Doogan reviewed the cost distribution and revenue sources.

Mr. Minto asked if MTS anticipates a time when people figure out that it's harder getting on the trolley at the El Cajon stations because the trolleys are full, so they start going to the Santee Station instead.

Mr. Doogan responded that capacity on trains doesn't typically hit critical mass until the Grossmont Station. He added that MTS runs four-car "blitz" trains (during events) for the most part. Mr. Doogan added that there are some infrastructure and fleet limitations, but it is something that MTS is aware of and is monitoring.

47. Energy Credit Update

Mike Thompson, MTS Budget Manager, gave a PowerPoint presentation. Mr. Thompson reviewed the history of MTS's gas services and the enactment of MTS Policy No. 59 (Energy Commodity Hedging). He discussed the purposes of the program, which includes purchasing natural gas directly from a gas service provider instead of SDG&E and also MTS's current agreement with BP Energy Company (BP). Mr. Thompson reviewed the benefits of biogas and pointed out that MTS is the first transit agency in the state to use biogas (and potentially the first in the nation). He reviewed the financial incentives and the energy credits that will be generated. Mr. Thompson explained how the impacts to MTS are already being realized.

In response to a question from Ms. Salas, Mr. Thompson explained that for a two-month trial period for MTS, BP was getting biogas from a facility in Washington. He added that BP is currently building infrastructure to connect a dedicated supply for MTS to the national pipeline and anticipates that it will be completed in the second half of the calendar year. Mr. Thompson also clarified that although the biogas source is far from San Diego, it will not reduce the credits that MTS will receive because MTS will draw from a local pipeline, and the biogas will be replaced into the national pipeline at the source.

Ms. Salas explained that she worked for a trade and commerce agency in Imperial County years ago, and the agency talked about building biogas facilities back then. She asked if MTS has worked with local agencies (about partnering). Mr. Thompson responded that MTS has not contacted any local agencies because BP is the representative and connects agencies to the national pipeline. Mr. Jablonski added that staff can contact BP to see if they're developing any biogas facilities Imperial County.

48. Student Pass Pilot Program

Sharon Cooney explained that this report is a status update on the Student Pass Pilot Program. She introduced Marcus Smith, MTS Project Manager who runs the Compass Card Call Center, and Janelle Carey, MTS Transportation Planner, who is working with the school district and City of San Diego staff and who is also responsible for monitoring data collection.

Ms. Carey gave the first half of a PowerPoint presentation. She discussed the Student Pass Pilot Program history and the steps to implement the pilot. Ms. Carey reviewed the available transit services for Crawford, Lincoln, Hoover, and San Diego High Schools and pass-use

statistics. Ms. Carey cited pass-tap statistics for different time frames during weekdays, evenings, and all days.

Mr. Smith gave the second half of the PowerPoint presentation on pass-use statistics. He explained the number of passes not used and not distributed by each school and pass-tap statistics.

Ms. Carey presented the next steps that will include: (1) continuing to process additional cards, provide replacement cards, and remove students from the program as directed by school staff; and (2) studying the attendance of card holders to evaluate if the pilot met its goal of improving attendance for those unable to get to school due to a lack of transportation. These findings will be presented to the Board.

Mr. Minto thanked staff for including the time-of-day information, which he feels is critical. Mr. Minto asked if there is a way to match results with school records to see if the students actually showed up during school sessions or if they were truant. Ms. Cooney responded that the school district hasn't compiled any data for MTS yet. She added that once MTS receives that information, staff will present it to the Board. Ms. Cooney explained that staff looked at sample sets and suspects that some students are not going to school or are going elsewhere—or possibly giving their pass to someone else who is not in the program. Ms. Cooney reported that staff is going to check that data. She noted that the patterns of travel of some cards are nowhere near the schools.

Mr. Minto asked if MTS has mapping available to show the demographic of cards around schools and if they are being used elsewhere. He expressed concern about the program enabling truancy or the ability to commit crimes.

Abdul Mohamed – Public Speaker. Mr. Mohamed expressed support for the program because he feels that it gives low-income students increased accessibility and also decreases greenhouse gas emissions, grows transit riders, and improves safety and health. Mr. Mohamed cited other benefits of the program, including removing older, less efficient cars from the roads, providing a more stable and secure environment for students due to consistent transportation, and also the probability that students would be less likely to engage in criminal activities. Mr. Mohamad stated that he has heard positive reviews of the program by students and gave examples of comments by those who feel that the program is positive.

Margo Tanguay – Public Speaker. Ms. Tanguay stated that the hope was that students who really need the program would get these cards. She wants to make sure that those kids who have problems getting to school get the cards. Ms. Tanguay stated that there are curfew laws for minors, but she has seen them late at night getting into cabs and she is concerned. She feels that the schools should look at this issue. She hopes the program can continue for kids who want to learn.

Ms. Cooney clarified for Ms. Rios that staff will bring back the data collected from the schools for the Board's information.

Mr. Alvarez stated that he is interested in school hours and noted that some schools let out early. He added that he took public transit to San Diego High School and had after-school activities. Mr. Alvarez would like to see where the students are coming and going and any patterns for concern. He stated that he will wait and see what the data shows. He added that truancy is a concern, but there should also be opportunities for students to participate in after-school activities.

51. Chula Vista Transit (Taken Out of Order)

Bill Spraul, MTS Chief Operating Officer (Bus), gave a PowerPoint presentation. The presentation included background information about Chula Vista Transit operations and the current status of construction of the upgraded and expanded South Bay Maintenance Facility, which should be completed by January 2015. Mr. Spraul reviewed the fiscal impacts that will result in significant operational cost savings and efficiencies.

49. Senior/Disabled/Medicare (SDM) Reduced-Fare Program

Ms. Cooney introduced Mayra Ramirez and Jan Gardetto who work with the MTS SDM Program. Ms. Cooney gave a PowerPoint presentation. She reviewed the SDM program, which provides a reduced-fare monthly pass to qualified persons. Ms. Cooney compared the reduced-fare pass to other regular-fare passes, cited boarding statistics for the different passes, and explained a fare-usage breakdown for FY 13. She went over the process for eligibility using an MTS Short Form or Long Form and how to obtain the forms.

Ms. Landers added that the federal standard to qualify for MTS's reduced fare benefit for disabilities is different than qualifying by Americans with Disabilities Act (ADA) standards. Ms. Landers stated that patrons or health care professionals may assume that patrons qualify for an MTS reduced-fare due to their disabilities, but the standard under federal law is two part—they must qualify and prove that their disability affects their ability to use mass transit without special planning or facilities.

Ms. Cooney presented data for processing Long Forms at MTS since inception of the program in March 2011 (Short Forms are processed at The Transit Store). She cited examples of a variety of circumstances uncovered by MTS staff while processing the forms, and also unknown variables as to why some people do not apply, how many people do not apply, or how many doctors sign off on disabilities that are not qualifying.

50. Operations Budget Status Report for December 2013

Mike Thompson gave a PowerPoint presentation. Mr. Thompson stated that the trend has been favorable to budget over the past couple of months. He pointed out that MTS received its second quarterly payment of State Transit Assistance (STA) funds for a total of \$9.1 million for the fiscal year, which is behind last year's rate of payment for STA. MTS will be projecting it to be lower at the midyear amendment process. Mr. Thompson added that this is the only point of concern. In response to a question from Chairman Mathis, Mr. Thompson projected that MTS will be behind last year's rate by \$1.2 million.

60. Chairman's Report

None.

61. Audit Oversight Committee Chairman's Report

None.

62. Chief Executive Officer's Report

Mr. Jablonski reported that he recently attended the APTA CEO's Conference and Executive Committee meeting in New Orleans.

63. Board Member Communications

Ms. Rios reported that she attended her first Los Angeles-San Diego-San Luis Obispo (LOSSAN) Rail Corridor Agency meeting. Ms. Rios stated that the meeting was great; it included discussions regarding ridership, revenue, on-time performance, and customer service, and a detailed report is available on LOSSAN's Web site. She also thanked Sharon Cooney and Brent Boyd for giving her a great orientation and preparing her for the meeting.

64. Additional Public Comments on Items Not on the Agenda

There were no additional public comments.

65. Next Meeting Date

The next regularly scheduled Board meeting and Finance Workshop is on March 20, 2014.

66. Adjournment

Chairman Mathis adjourned the meeting at 12:02 p.m.

Chairperson
San Diego Metropolitan Transit System
Filed by:

Approved as to form:

Clerk of the Board
San Diego Metropolitan Transit System

General Counsel
San Diego Metropolitan Transit System

Attachment: Roll Call Sheet

METROPOLITAN TRANSIT SYSTEM
BOARD OF DIRECTORS
ROLL CALL

MEETING OF (DATE): February 20, 2014

CALL TO ORDER (TIME): 9:02 a.m.

RECESS: N/A

RECONVENE: N/A

CLOSED SESSION: 9:23 a.m.

RECONVENE: 10:38 a.m.

PUBLIC HEARING: N/A

RECONVENE: N/A

ORDINANCES ADOPTED: N/A

ADJOURN: 12:02 p.m.

| BOARD MEMBER | (Alternate) | PRESENT (TIME ARRIVED) | ABSENT (TIME LEFT) |
|--------------|---|---------------------------|-----------------------|
| ALVAREZ | <input checked="" type="checkbox"/> (Gloria) <input type="checkbox"/> | 9:07 a.m. | 12:02 p.m. |
| BRAGG | <input checked="" type="checkbox"/> (Bilbray) <input type="checkbox"/> | 9:02 a.m. | 12:02 p.m. |
| COLE | <input checked="" type="checkbox"/> (Gloria) <input type="checkbox"/> | 9:02 a.m. | 11:30 a.m. |
| CUNNINGHAM | <input checked="" type="checkbox"/> (Mullin) <input type="checkbox"/> | 9:02 a.m. | 11:07 a.m. |
| EMERALD | <input type="checkbox"/> (Gloria) <input type="checkbox"/> | | |
| EWIN | <input type="checkbox"/> (Arapostathis) <input checked="" type="checkbox"/> | 9:02 a.m. | 10:38 a.m. |
| GASTIL | <input type="checkbox"/> (Jones) <input type="checkbox"/> | | |
| LIGHTNER | <input checked="" type="checkbox"/> (Gloria) <input type="checkbox"/> | 9:25 a.m. | 12:02 p.m. |
| MATHIS | <input checked="" type="checkbox"/> | 9:02 a.m. | 12:02 p.m. |
| MCCLELLAN | <input checked="" type="checkbox"/> (Ambrose) <input type="checkbox"/> | 9:02 a.m. | 12:02 p.m. |
| MINTO | <input checked="" type="checkbox"/> (McNelis) <input type="checkbox"/> | 9:20 a.m. | 12:02 p.m. |
| OVROM | <input checked="" type="checkbox"/> (Denny) <input type="checkbox"/> | 9:02 a.m. | 12:00 p.m. |
| RIOS | <input checked="" type="checkbox"/> (Sotelo-Solis) <input type="checkbox"/> | 9:02 a.m. | 12:02 p.m. |
| ROBERTS | <input type="checkbox"/> (Cox) <input type="checkbox"/> | | |
| SALAS | <input checked="" type="checkbox"/> (Ramirez) <input type="checkbox"/> | 9:10 a.m. | 10:30 a.m. |

SIGNED BY THE CLERK OF THE BOARD:

Handwritten signature: Gardetto for N. Machado

CONFIRMED BY THE GENERAL COUNSEL:

Handwritten signature: Gardetto



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Agenda Item No. 6

MEETING OF THE METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

March 20, 2014

SUBJECT:

INVESTMENT REPORT – JANUARY 2014

INFORMATIONAL

Budget Impact

None.

DISCUSSION:

Attachment A comprises a report of MTS investments as of January 31, 2014. The combined total of all investments has decreased from \$212.4 million to \$202.6 million in the current month. This \$9.8 million decrease is attributable to expenditure of \$24.2 million for acquisition of capital assets, partially offset by \$8.1 million in FTA revenue, as well as normal timing differences in other payments and receipts.

The first column provides details about investments restricted for capital improvement projects and debt service, which are related to the 1995 lease and leaseback transactions. The funds restricted for debt service are structured investments with fixed returns that will not vary with market fluctuations if held to maturity. These investments are held in trust and will not be liquidated in advance of the scheduled maturities.

The second column, unrestricted investments, reports the working capital for MTS operations allowing payments for employee payroll and vendors' goods and services.



Paul C. Jablonski
Chief Executive Officer

Key Staff Contact: Sharon Cooney, 619.557.4513, Sharon.Cooney@sdmts.com

Attachment: A. Investment Report for January 2014



**San Diego Metropolitan Transit System
Investment Report
January 31, 2014**

| | <u>Restricted</u> | <u>Unrestricted</u> | <u>Total</u> | Average rate of return |
|--|-----------------------|----------------------|-----------------------|---------------------------------------|
| Cash and Cash Equivalents | | | | |
| JP Morgan Chase - concentration account | - | 12,733,593 | 12,733,593 | 0.00% |
| Total Cash and Cash Equivalents | <u>-</u> | <u>12,733,593</u> | <u>12,733,593</u> | |
| Cash - Restricted for Capital Support | | | | |
| US Bank - retention trust account | 8,545,827 | - | 8,545,827 | N/A * |
| San Diego County Investment Pool Proposition 1B TSGP grant funds | 5,744,978 | 357,256 | 6,102,234 | |
| Total Cash - Restricted for Capital Support | <u>14,290,805</u> | <u>357,256</u> | <u>14,648,061</u> | |
| Investments - Working Capital | | | | |
| Local Agency Investment Fund (LAIF) | 18,155,040 | 39,029,281 | 57,184,321 | 0.244% |
| Total Investments - Working Capital | <u>18,155,040</u> | <u>39,029,281</u> | <u>57,184,321</u> | |
| Investments - Restricted for Debt Service | | | | |
| US Bank - Treasury Strips - market value (Par value \$39,474,000) | 39,350,208 | - | 39,350,208 | |
| Rabobank - Payment Undertaking Agreement | 78,692,891 | - | 78,692,891 | 7.69% |
| Total Investments Restricted for Debt Service | <u>118,043,099</u> | <u>-</u> | <u>118,043,099</u> | |
| Total cash and investments | <u>\$ 150,488,944</u> | <u>\$ 52,120,130</u> | <u>\$ 202,609,074</u> | |

N/A* - Per trust agreements, interest earned on retention account is allocated to trust beneficiary (contractor)



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Agenda Item No. 7

MEETING OF THE METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

March 20, 2014

SUBJECT:

CUBIC SOFTWARE MAINTENANCE

RECOMMENDATION:

That the Board of Directors authorize the Chief Executive Officer (CEO) to execute Doc. No. G1695.0-14 (in substantially the same format as Attachment A), with Cubic Transportation Systems, Inc., on a sole-source basis, for the provision of annual maintenance services for the proprietary Cubic Compass Card Back Office software.

Budget Impact

The total cost of this Agreement will not exceed \$2,447,007 for five years, as follows:

| | |
|---------------|--------------------|
| Year 1: | \$401,784 |
| Year 2: | \$421,873 |
| Year 3: | \$442,966 |
| Year 4: | \$465,115 |
| Year 5: | \$488,370 |
| Block Hours: | \$226,899 |
| Total: | \$2,447,007 |

Funding for this agreement will be covered under the Information Technology (IT) department's operating budget account number 532-53910.

DISCUSSION:

In early 2009, Metropolitan Transit System (MTS), the San Diego Association of Governments (SANDAG) and North County Transit District (NCTD) began transitioning from paper fare products to the Compass Card smart card. Under an MOU between MTS, SANDAG and NCTD, SANDAG's ITS Department had the responsibility of operating and maintaining the Compass Card "back office".

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Metropolitan Transit System (MTS) is a California public agency comprised of San Diego Transit Corp., San Diego Trolley, Inc., San Diego and Arizona Eastern Railway Company (nonprofit public benefit corporations), and San Diego Vintage Trolley, Inc., a 501(c)(3) nonprofit corporation, in cooperation with Chula Vista Transit. MTS is the taxicab administrator for seven cities. MTS member agencies include the cities of Chula Vista, Coronado, El Cajon, Imperial Beach, La Mesa, Lemon Grove, National City, Poway, San Diego, Santee, and the County of San Diego.

Also, in 2009, SANDAG entered into a five-year agreement with the software developer, Cubic Transportation Systems, Inc. (Cubic) for software maintenance. The agreement was annually renewable with the last year of service ending on December 12, 2013. In August 2013, MTS and SANDAG negotiated a new agreement with Cubic to continue the service to support daily operations. This was part of the transition of responsibilities of Compass Card operations from SANDAG to MTS. MTS anticipates that it will be fully responsible for all related tasks as of July 1, 2014.

Since the Cubic software has no licensed third party service providers and all intellectual property rights to the codes are held by Cubic Transportation Inc., it is recommended that a sole-source procurement be utilized to acquire the necessary maintenance support services for the software.



Paul C. Jablonski
Chief Executive Officer

Key Staff Contact: Sharon Cooney, 619.557.4513, Sharon.Cooney@sdmts.com

Attachment: A. Draft Standard Services Agreement; MTS Doc. No. G1695.0-14

STANDARD SERVICES AGREEMENT

G1695.0-14
 CONTRACT NUMBER
 OPS 53910
 FILE NUMBER(S)

THIS AGREEMENT is entered into this _____ day of _____ 2014, in the State of California by and between San Diego Metropolitan Transit System ("MTS"), a California public agency, and the following, hereinafter referred to as "Contractor":

Name: CUBIC Transportation Systems, Inc. Address: 1308 South Washington Street
 Form of Business: Corporation Tullahoma, TN 37388
 (Corporation, partnership, sole proprietor, etc.) Telephone: 949-340-7702
 Authorized person to sign contracts: Susan E. Tudor Sr. Contracts Manager
 Name Title

The attached Standard Conditions are part of this agreement. The Contractor agrees to furnish to MTS the following:

Provide Software Maintenance Services as described in Cubic Transportation Systems, Inc. Maintenance Agreement (attached as Exhibit A), the MTS Standard Services Agreement, and Standard Conditions (attached as Exhibit B).

Payment terms shall be net 30 days from invoice date.

The total amount of this contract shall not exceed \$2,447,007.00.

| SAN DIEGO METROPOLITAN TRANSIT SYSTEM | | CONTRACTOR AUTHORIZATION |
|--|-------------|--------------------------|
| By: _____ Chief Executive Officer | | Firm: _____ |
| Approved as to form: | | By: _____ Signature |
| By: _____ Office of General Counsel | | Title: _____ |
| AMOUNT ENCUMBERED | BUDGET ITEM | FISCAL YEAR |
| \$2,447,007.00 | 532-53910 | FY14-19 |

By: _____ Chief Financial Officer Date _____

(___ total pages, each bearing contract number)



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Agenda Item No. 8

MEETING OF THE METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

March 20, 2014

SUBJECT:

PURCHASE AND INSTALLATION OF TWO COMPRESSED NATURAL GAS
(CNG) DISPENSERS – CONTRACT AWARD

RECOMMENDATION:

That the Board of Directors authorize the Chief Executive Officer (CEO) to execute MTS Doc. No. PWB151.0-14 (in substantially the same format as Attachment A), with Go Natural Gas, Inc., for the purchase and installation of two new CNG dispensers at the City of Chula Vista Public Works Center.

Budget Impact

The total cost of this Agreement is not-to-exceed \$108,256 and will be funded under FY 14 MTS Capital Improvement Program (CIP) project number 11357.

DISCUSSION:

The approved FY 14 CIP includes a project for the purchase and installation of 2 new CNG dispensers at the City of Chula Vista Public Works Center. The current dispensers are thirteen years old and past their useful life. The dispensers are no longer dependable and include outdated technology.

MTS Policy No. 52, Procurement of Goods and Services, requires a formal competitive bid process for procurements exceeding \$100,000.



On January 2, 2014, MTS issued an Invitation for Bids (IFB) for the purchase and installation of 2 new CNG dispensers at the City of Chula Vista Public Works Center. Three (3) bids were received on February 6, 2014 and were deemed responsive and responsible. Go Natural Gas, Inc. was the lowest and most responsive bidder at \$108,256.

Based on the comparison between the in-house cost estimate and Go Natural Gas, Inc. bid amount, MTS's cost savings will be \$29,317.97. The bid by Go Natural Gas, Inc. is considered to be reasonable based on adequate competition in the marketplace.



Paul C. Jablonski
Chief Executive Officer

Key Staff Contact: Sharon Cooney, 619.557.4513, Sharon.Cooney@sdmts.com

Attachment: A. Draft Standard Services Agreement; Contract Number PWB151.0-14

STANDARD SERVICES AGREEMENT

PWB151.0-14
CONTRACT NUMBER
CIP 11357
FILE NUMBER(S)

THIS AGREEMENT is entered into this _____ day of _____ 2014, in the State of California by and between San Diego Metropolitan Transit System ("MTS"), a California public agency, and the following, hereinafter referred to as "Contractor":

Name: Go Natural Gas, Inc. Address: 1644 N. El Camino Real
San Clemente, CA 96272
 Form of Business: Corporation Telephone: 949-340-7702
 (Corporation, partnership, sole proprietor, etc.)
 Authorized person to sign contracts: Timothy Nelligan Chief Executive Officer
 Name Title

The attached Standard Conditions are part of this agreement. The Contractor agrees to furnish to MTS the following:

Purchase and Install 2 New CNG Dispensers as set forth in the Scope of Work (attached as Exhibit A), Go Natural Gas Inc., bid dated February 6, 2014 (attached as Exhibit B), the MTS Standard Services Agreement, Standard Conditions (attached as Exhibit C), and the Federal Requirements (attached as Exhibit D).

Payment terms shall be net 30 days from invoice date. The total amount of this contract shall not exceed \$108,256.

| SAN DIEGO METROPOLITAN TRANSIT SYSTEM | | CONTRACTOR AUTHORIZATION |
|--|------------------|--------------------------|
| By: _____ Chief Executive Officer | | Firm: _____ |
| Approved as to form: | | By: _____ Signature |
| By: _____ Office of General Counsel | | Title: _____ |
| AMOUNT ENCUMBERED | BUDGET ITEM | FISCAL YEAR |
| <u>\$108,256.00</u> | <u>CIP 11357</u> | <u>FY14</u> |

By: _____ Chief Financial Officer _____ Date

(___ total pages, each bearing contract number)



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Agenda Item No. 9

MEETING OF THE METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

March 20, 2014

SUBJECT:

LEGAL SERVICES AGREEMENT WITH WHEATLEY, BINGHAM & BAKER, LLP –
CONTRACT AMENDMENT

RECOMMENDATION:

That the Board of Directors authorize the Chief Executive Officer (CEO) to execute Amendment No. 2 to MTS Doc. No. G1434.2-12 (in substantially the same format as Attachment A) with Wheatley, Bingham & Baker, LLP for an increase in contract value, from the previous amendment amount of \$640,000, to a revised \$790,000 to cover unanticipated expenses for the remainder of FY 2014.

Budget Impact

Approval of this contract amendment would increase the full contract value with Wheatley, Bingham & Baker, LLP by \$150,000 from \$640,000 to \$790,000. Sufficient funding for the recommended \$150,000 contract increase is included in the Risk department's FY 2014 operating budget.

DISCUSSION:

Pursuant to Board Policy No. 52 (Procurement of Goods and Services), the CEO may enter into contracts with service providers for up to \$100,000. The Board must approve all agreements in excess of \$100,000.

On December 8, 2011, the Board established a panel of qualified law firms to assist the San Diego Metropolitan Transit System (MTS), San Diego Trolley, Inc. (SDTI) and San Diego Transit Corporation (SDTC) with various legal matters on an as-needed basis. Thereafter, MTS began contracting with seventeen of the approved firms for designated amounts. The firms provide different specialties of law, such as tort liability, workers' compensation, employment practices, real estate, environmental, etc. Twelve of these firms, including Wheatley, Bingham & Baker, received contract increases at the July 18,

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Metropolitan Transit System (MTS) is a California public agency comprised of San Diego Transit Corp., San Diego Trolley, Inc., San Diego and Arizona Eastern Railway Company (nonprofit public benefit corporations), and San Diego Vintage Trolley, Inc., a 501(c)(3) nonprofit corporation, in cooperation with Chula Vista Transit. MTS is the taxicab administrator for seven cities. MTS member agencies include the cities of Chula Vista, Coronado, El Cajon, Imperial Beach, La Mesa, Lemon Grove, National City, Poway, San Diego, Santee, and the County of San Diego.

2013 Board meeting with the intent to pay legal expenses through June 30, 2014. Due to an increase in the litigation activity handled by Wheatley, Bingham & Baker, LLP, it is anticipated there will not be enough funds remaining in the current contract spend authority to pay this firm's expenses through the end of the current fiscal year.

Wheatley, Bingham & Baker, LLP has successfully represented MTS, SDTC and SDTI in numerous third party liability cases. The firm currently has seven (7) active MTS cases.



Paul C. Jablonski
Chief Executive Officer

Key Staff Contact: Sharon Cooney, 619.557.4513, Sharon.Cooney@sdmts.com

Attachment: A. Draft MTS Doc. No. G1434.2-12

DRAFT

March xx, 2014

MTS Doc. No. G1434.2-12
LEG 491 (PC 50633)

Wheatley Bingham & Baker, LLP
Mr. Roger P. Bingham
Partner
462 Stevens Ave. Suite 109
Solana Beach, CA 92075

Dear Mr. Bingham:

Subject: AMENDMENT NO. 2 TO MTS DOC. NO. G1434.2-12; LEGAL SERVICES – GENERAL &
TORT LIABILITY

This shall serve as Amendment No. 2 to our agreement for the legal services as further described below.

SCOPE

Continue to provide legal services – general & tort liability in accordance with the terms and conditions of the original agreement, MTS Doc. No. G1434.0-12.

SCHEDULE

There shall be no change to the schedule of this contract.

PAYMENT

This contract amendment shall authorize additional costs not to exceed \$150,000 for legal services. The total value of this contract including this amendment shall be in the amount of \$790,000. This amount shall not be exceeded without written approval from MTS.

Please sign and return the copy marked "original" to the Contracts Specialist at MTS. All other terms and conditions shall remain the same and in effect. Retain the other copy for your records.

Sincerely,

Agreed:

Paul C. Jablonski
Chief Executive Officer

Roger P. Bingham
Wheatley Bingham & Baker, LLP

MARCH2014.G1434.2-12.WBB.doc

Date: _____

Cc: K. Landers, S. Lockwood, C. Aquino, Procurement File



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Agenda Item No. 10

MEETING OF THE METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

March 20, 2014

SUBJECT:

CALIFORNIA GOVERNOR'S OFFICE OF EMERGENCY SERVICES (CalOES)
CALIFORNIA TRANSIT SECURITY GRANT PROGRAM (CTSGP) FUNDING, FISCAL
YEAR 2013-2014

RECOMMENDATION:

That the Board of Directors approve Resolution No.14-4, (Attachment A), authorizing the use of, and application for, \$2,779,445 of California CTSGP for capital projects that provide increased protection against security and safety threats, and/or increases the capacity of transit operators to prepare for and provide disaster-response transportation systems.

Budget Impact

The apportionment of FY13-14 CTSGP funding is in the amount of \$2,779,445. There is no match requirement under the current grant guidance. The funds are restricted expenditures for capital projects that increase the security and safety of the transit operator's passengers, employees and staff, and physical assets.

DISCUSSION:

Resolution No. 14-4 would authorize the Chief Executive Officer, or named designate, to file applications with, and request reimbursements from, CalOES. Resolution No. 14-4 would satisfy requirements of the fiscal year 2013-2014 CTSGP security funding to provide a Board of Directors resolution to obtain CTSGP funding. MTS' allocation of the funding, \$2,779,445, will be used for the following projects: Network Switches and Communication Cabinets Upgrade, System-wide Closed Circuit Television (CCTV), Wireless Infrastructure, Copley Park Division Perimeter Fence Replacement, Station CCTV Upgrade, and Cyber Security Project.



CalOES requires the submission of a resolution by agency Board of Directors authorizing the submission of a grant application and project programming. Therefore, staff recommends that the Board approve, by resolution, submission of a grant application and project programming.



Paul C. Jablonski
Chief Executive Officer

Key Staff Contact: Sharon Cooney, 619.557.4513, Sharon.Cooney@sdmts.com

Attachment: A. Resolution Number 14-4

SAN DIEGO METROPOLITAN TRANSIT SYSTEM

Resolution No. 14-4

Resolution Approving the Submittal of Applications and Requests for Reimbursements for Fiscal Year 2013-2014 TRANSIT SYSTEM SAFETY, SECURITY, AND DISASTER RESPONSE ACCOUNT UNDER THE CALIFORNIA TRANSIT SECURITY GRANT PROGRAM (CTSGP)

WHEREAS, the San Diego Metropolitan Transit System (MTS) is a public entity established under the laws of the State of California for the purpose of providing transportation services in the County of San Diego who desires to apply for and obtain funding for transit security purposes; and

WHEREAS, the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006 authorizes the issuance of general obligation bonds for specified purposes, including, but not limited to, funding made available for capital projects that provide increased protection against security and safety threats, and for capital expenditures to increase the capacity of transit operators to develop disaster response transportation systems; and

WHEREAS, the California Governor's Office of Emergency Services (Cal OES) administers such funds deposited in the Transit System Safety, Security, and Disaster Response Account under the California Transit Security Grant Program (CTSGP); and

WHEREAS, MTS is eligible to receive CTSGP funds; and

WHEREAS, Cal OES requires MTS to complete and submit a Governing Body Resolution for the purposes of identifying agent(s) authorized to act on behalf of MTS to execute actions necessary to obtain CTSGP funds from Cal OES and ensure continued compliance with Cal OES CTSGP assurances, and state and federal laws.

NOW, THEREFORE, BE IT RESOLVED, DETERMINED, AND ORDERED that MTS does hereby authorize the Chief Executive Officer, or designated representative, is hereby authorized to execute for and on behalf of MTS, a public entity established under the laws of the State of California, any actions necessary for the purpose of obtaining financial assistance provided by the California Governor's Office of Emergency Services under the CTSGP

PASSED AND ADOPTED, by the Board of Directors this _____ day of _____, by the following vote:

AYES:

NAYS:

ABSENT:

ABSTAINING:

Chairperson
San Diego Metropolitan Transit System

Filed by:

Approved as to form:

Clerk of the Board
San Diego Metropolitan Transit System

Office of the General Counsel
San Diego Metropolitan Transit System



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Agenda Item No. 11

MEETING OF THE METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

March 20, 2014

SUBJECT:

PROPOSED REVISIONS TO MTS POLICY NO. 41 – SIGNATURE AUTHORITY

RECOMMENDATION:

That the Board of Directors approve the proposed revisions to MTS Policy No. 41 – Signature Authority (Attachment A).

Budget Impact

None.

DISCUSSION:

MTS staff is proposing a minor change to Board Policy No. 41, MTS Signature Authority. The purposed change is as follows:

1. To include the Chief of Staff as an authorized signer for Request for Payment/Payment Vouchers up to \$50,000.

A handwritten signature in black ink, appearing to read 'Paul C. Jablonski', is written over a horizontal line.

Paul C. Jablonski
Chief Executive Officer

Key Staff Contact: Sharon Cooney, 619.557.4513, Sharon.Cooney@sdmts.com

Attachment: A. Proposed Revisions to Policy No. 41





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Policies and Procedures

No. 41

SUBJECT: Board Approval: 11/14/2013/20/2014

SIGNATURE AUTHORITY

PURPOSE:

To establish guidelines and procedures for authorized signatories relating to check processing (including wire transfers) and MTS documents (purchase requisitions, contracts, agreements, payment vouchers). The policies below relate to MTS, San Diego Transit Corporation (SDTC), and San Diego Trolley, Inc. (SDTI).

BACKGROUND:

MTS, SDTC, and SDTI maintain a number of checking accounts in various approved financial institutions. To ensure adequate internal controls, signing of checks and execution of wire transfers are restricted to authorized personnel only. This policy establishes guidelines and procedures for obtaining appropriate approval. In addition, this policy establishes guidelines and procedures for delegating authority to execute MTS documents, including contracts and agreements, on behalf of the Chief Executive Officer in his or her absence.

POLICY:

41.1 Authorized Signatories for Disbursements

Authorized signatures for disbursements are: the Finance Manager, Controller, Director of Financial Planning and Analysis, Chief Operating Officer – Bus/Rail, Chief Financial Officer, Chief of Staff, General Counsel, and Chief Executive Officer.

One signature is required for check and wire transfer disbursements under \$2,000. This signature can be a facsimile signature. Two signatures are required for all checks and wire transfer disbursements over \$2,000. One of these can be a facsimile signature. A listing of all facsimile checks must be reviewed and approved by an authorized check signer. For checks and wire transfer disbursements over \$10,000, the second signature SHALL NOT BE the Finance Manager, Controller, or Director of Financial Planning and Analysis. Checks and wire transfer disbursements over \$25,000 require that one of the



signatures be that of the Chief of Staff, General Counsel, Chief Financial Officer, or Chief Executive Officer.

The listing below summarizes the above as to effective levels of check-signing authority:

| | | |
|---|------|-----------|
| Finance Manager | To | \$ 10,000 |
| Controller | To | \$ 10,000 |
| Director of Financial Planning & Analysis | To | \$ 10,000 |
| Chief Operating Officer – Bus/Rail | To | \$ 25,000 |
| Chief Financial Officer | Over | \$ 25,000 |
| Chief of Staff | Over | \$ 25,000 |
| General Counsel | Over | \$ 25,000 |
| Chief Executive Officer | Over | \$ 25,000 |

41.2 Authorized Signatories on Purchase Requisitions

Authorized signatures for purchase requisitions are Supervisors, Managers, Directors, Chief Operating Officer – Bus/Rail, Chief Financial Officer, Chief of Staff, General Counsel, and Chief Executive Officer.

| | | |
|------------------------------------|------|-----------|
| Manager/Supervisor | To | \$ 3,000 |
| Directors | To | \$ 5,000 |
| Chief Operating Officer – Bus/Rail | To | \$ 50,000 |
| Chief Financial Officer | To | \$ 50,000 |
| Chief of Staff | To | \$ 50,000 |
| General Counsel | To | \$ 50,000 |
| Chief Executive Officer | Over | \$ 50,000 |

41.3 Purchase Orders

Upon completion of the procurement process (i.e. Board approval of a formal contract, staff approval of a purchase order), the Manager of Procurement may execute the Purchase Order which shall be transmitted to the vendor.

41.4 Authorized Signatories on Contracts and Documents

Authorized signatures for Contracts and Documents are Supervisors, Managers, Directors, Chief Operating Officer – Bus/Rail, Chief Financial Officer, Chief of Staff, General Counsel, and Chief Executive Officer.

All approval levels must be contained within and be consistent with overall Board of Directors approval levels. The approval levels are as follows:

| | | |
|------------------------------------|-------|------------|
| Manager/Supervisor | To | \$ 3,000 |
| Directors | To | \$ 5,000 |
| Chief Operating Officer – Bus/Rail | To | \$ 50,000 |
| Chief Financial Officer | To | \$ 50,000 |
| Chief of Staff | To | \$ 50,000 |
| General Counsel | To | \$ 50,000 |
| Chief Executive Officer | Up To | \$ 100,000 |

Board of Directors approval is required for all contracts over \$100,000.

41.5 Authorized Signatories for the Clerk of the Board

In the Clerk of the Board's absence, the Assistant Clerk of the Board is authorized to execute documents as may be required to certify actions of the Board.

41.6 Authorized Signatories of Request for Payment/Payment Vouchers

Authorized signatures for Request for Payment/Payment Vouchers are Supervisors, Managers, Directors, Chief Operating Officer – Bus/Rail, Chief Financial Officer, Chief of Staff, General Counsel, and Chief Executive Officer.

All approval levels must be contained within and be consistent with overall Board of Directors approval levels. The approval levels are as follows:

| | | |
|------------------------------------|------|-----------|
| Manager/Supervisor | To | \$ 3,000 |
| Directors | To | \$ 5,000 |
| Chief Operating Officer – Bus/Rail | To | \$ 50,000 |
| Chief Financial Officer | To | \$ 50,000 |
| Chief of Staff | To | \$ 50,000 |
| General Counsel | To | \$ 50,000 |
| Chief Executive Officer | Over | \$ 50,000 |

41.7 Authorized Signatories for Absences

In the CEO's absence, General Counsel, Chief of Staff, or the CEO's designee is authorized to execute all checks, purchase requisitions, contracts, and documents as necessary, so long as prior approval is given by the CEO.

In the Procurement Manager's absence, the Chief Financial Officer, the General Counsel, the Director of Financial Planning and Analysis, or the Controller is authorized to execute purchase orders and contracts falling within the Procurement Manager's signature authority.

This original Policy was adopted on 2/13/92.

Policy revised on 8/11/94.

Policy revised on 1/29/04.

Policy revised on 2/23/06.

Policy revised on 11/18/10.

Policy revised on 11/14/13.

Policy revised on 03/20/14.



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Agenda Item No. 12

MEETING OF THE METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

March 20, 2014

SUBJECT:
 PROPERTY INSURANCE RENEWAL

RECOMMENDATION:

That the Board of Directors authorize the Chief Executive Officer to renew the property insurance coverage for the San Diego Metropolitan Transit System (MTS), San Diego Transit Corporation (SDTC), and San Diego Trolley, Inc. (SDTI) with the California State Association of Counties – Excess Insurance Authority (CSAC-EIA) Property Insurance Program, effective March 31, 2014, through March 31, 2015, with various coverage deductibles of \$25,000 (real estate and personal contents property), \$100,000 (bus fleet), \$250,000 (light rail fleet) and \$1,500,000 (roads, bridges and tunnels).

Budget Impact

The preliminary renewal premium would be a maximum of \$1,209,374, which is a 6.0% or \$68,428 increase over last year's premium of \$1,140,946. CSAC-EIA is still negotiating with the carriers at the present time. The premium is anticipated to be charged against the budgets of MTS (\$9,846), SDTC (\$304,469), and SDTI (\$895,059). The premium will be split between fiscal years 2014 and 2015 as follows:

| PROPERTY PREMIUM ESTIMATED FISCAL YEAR SPLIT | | | |
|--|------------------|------------------|--------------------|
| Policy Period: 03/31/14 - 03/31/15 | | | |
| Agency | FY 14 | FY 15 | Total Premium |
| MTS | \$2,461 | \$7,385 | \$9,846 |
| SDTC | \$76,117 | \$228,352 | \$304,469 |
| SDTI | \$246,265 | \$648,794 | \$895,059 |
| TOTAL | \$324,843 | \$884,531 | \$1,209,374 |

DISCUSSION:

MTS's current property insurance policy will expire on March 31, 2014. This line of coverage insures against physical damage, vandalism and theft caused to the real and personal property of MTS, SDTC, and SDTI. The coverage is obtained through the California State Association of Counties – Excess Insurance Authority (CSAC-EIA) which is a joint purchase group of 52



California counties and 29 other California public entities. SDTC has been insured through this group since 1993. Effective November 1, 1997, all MTS entities became insured with CSAC-EIA.

The CSAC-EIA Property Program is a complex layering of multiple insurance carriers, including both domestic and international insurers. Some of the CSAC-EIA members, including both the City and County of San Diego, have purchased earthquake insurance in the past. MTS and its entities have traditionally elected not to purchase this optional coverage.

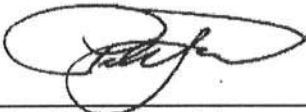
Due to the size of its membership, the CSAC-EIA Program has tremendous premium purchasing power. Special form perils coverage provides risk protection on most perils (including terrorism), and causes of loss unless specifically excluded by the policy. Some of the perils excluded in MTS' program include earthquake, wear and tear, pollution, war risk, employee fraud, nuclear radiation, and loss to landscaping, money, or watercraft. These exclusions do not include every peril or property specifically excluded; however, they are examples of the types of losses that would not be covered.

The proposed renewal policy carries a blanket limit of \$600 million, which applies to perils for any one occurrence. Under the proposed renewal, the following occurrence-based deductibles would apply: 1) \$25,000 for real estate & personal contents property; 2) \$100,000 for bus collisions; 3) \$250,000 for light rail vehicle collisions; 4) \$250,000 comprehensive coverage on the combined rolling stock (buses and light rail vehicles); and 5) \$1.5 million on roads, bridges, and tunnels. Loss valuation is generally calculated on a replacement cost basis.

This year's premium is increasing by approximately \$68,428 or 6.0% over the previous year. The premium increase this year is primarily due to an increase in the agencies' total reported insurable values from \$1,407,245,428 in March 2013 to \$1,456,962,636 in March 2014.

A secondary cause of the overall premium increase is the impact that natural disasters have had globally on the property insurance and flood insurance markets over the past few years. Premium increases across the world have been ranging between 3% and 18%. The reasons for the firm market include:

1. Over \$100 billion in catastrophe losses worldwide since 2011
2. Majority of carriers' combined ratios exceeding 100%
3. Higher reinsurance costs in 2013
4. Minimal returns on investment



Paul C. Jablonski
Chief Executive Officer

Key Staff Contact: Sharon Cooney, 619-557-4513, sharon.cooney@sdmts.com

Attachment: A. Preliminary Premium Allocations for MTS, SDTC, & SDTI

*******PRELIMINARY PREMIUM ALLOCATION*******

**CSAC EXCESS INSURANCE AUTHORITY
PROPERTY PROGRAM
POLICY TERM: March 31, 2014 to March 31, 2015**

SAN DIEGO METROPOLITAN TRANSIT SYSTEM - METROPOLITAN TRANSIT DEVELOPMENT BOARD

DATE: March 4, 2014

REASON FOR REVISION OF PREMIUM ALLOCATION: 2014/2015 UPDATED RENEWAL ESTIMATE

| | |
|---|--------------|
| 2014/2015 TOTAL ESTIMATED ANNUAL PREMIUM: | \$9,846 |
| 2013/2014 TOTAL ANNUAL PREMIUM: | \$4,306 |
| INCREASE (DECREASE) IN ANNUAL PREMIUM: | \$5,540 |
| 2014/2015 TOTAL REPORTED INSURABLE VALUES*: | \$36,801,256 |
| 2013/2014 TOTAL REPORTED INSURABLE VALUES: | \$15,685,993 |
| PERCENTAGE INCREASE (DECREASE) IN TOTAL INSURED VALUES: | 134.61% |

| - CALCULATIONS - | | | |
|---|-----------------|--------------------------------------|----------------|
| COVERAGE DESCRIPTION | DECLARED VALUES | RATE (\$/100) | ANNUAL PREMIUM |
| All Risk incl. Flood and Deductible Pool Contribution | \$36,510,785 | 0.0215 | \$7,857 |
| Terrorism, Excess Boiler and Machinery and Brush Fire (Miscellaneous Other Coverages) | | | \$1,501 |
| OPTIONAL COVERAGES: | | | |
| A. Earthquake per schedule including Rooftop (if applicable) | \$0 | 0.0000 | \$0 |
| B. Licensed Vehicles | \$290,470 | 0.1800 | \$523 |
| Licensed Vehicles above \$250,000 In value | \$0 | 0.1600 | \$0 |
| Buses (Part of Coverage B. Licensed Vehicles) | \$0 | 0.1600 | \$0 |
| C. Mobile Equipment (Non-highway licensed) | \$0 | 0.0000 | \$0 |
| D. Fine Arts (scheduled) | \$0 | 0.0087 | \$0 |
| E. Green Building Coverage | N/A | N/A | \$0 |
| Total Estimated Annual Premium | | | \$9,881 |
| Estimated Taxes and Fees | | | \$47 |
| EIA Administration Fees | | | \$55 |
| Pre-Paid Balance Adjustment | | | \$18 |
| No Claims Bonus (2012/13) | | | -\$ 156 |
| | | ESTIMATED COLLECTIBLE PREMIUM | \$9,846 |

*Total Insured Values (TIV) as of January 15, 2014

*****PRELIMINARY PREMIUM ALLOCATION*****

**CSAC EXCESS INSURANCE AUTHORITY
PROPERTY PROGRAM
POLICY TERM: March 31, 2014 to March 31, 2015**

SAN DIEGO METROPOLITAN TRANSIT SYSTEM - SAN DIEGO TRANSIT CORPORATION

DATE: March 4, 2014

REASON FOR REVISION OF PREMIUM ALLOCATION: 2014/2015 UPDATED RENEWAL ESTIMATE

| | |
|---|---------------|
| 2014/2015 TOTAL ESTIMATED ANNUAL PREMIUM: | \$304,469 |
| 2013/2014 TOTAL ANNUAL PREMIUM: | \$229,328 |
| INCREASE (DECREASE) IN ANNUAL PREMIUM: | \$75,141 |
| 2014/2015 TOTAL REPORTED INSURABLE VALUES*: | \$210,476,669 |
| 2013/2014 TOTAL REPORTED INSURABLE VALUES: | \$182,473,147 |
| PERCENTAGE INCREASE (DECREASE) IN TOTAL INSURED VALUES: | 15.35% |

| - CALCULATIONS - | | | |
|---|-----------------|--------------------------------------|------------------|
| COVERAGE DESCRIPTION | DECLARED VALUES | RATE (\$/100) | ANNUAL PREMIUM |
| All Risk incl. Flood and Deductible Pool Contribution | \$69,747,015 | 0.0959 | \$66,876 |
| Terrorism, Excess Boiler and Machinery and Brush Fire (Miscellaneous Other Coverages) | | | \$8,581 |
| OPTIONAL COVERAGES: | | | |
| A. Earthquake per schedule including Rooftop (if applicable) | \$0 | 0.0000 | \$0 |
| B. Licensed Vehicles | \$1,053,803 | 0.1800 | \$1,897 |
| Licensed Vehicles above \$250,000 in value | \$0 | 0.1600 | \$0 |
| Buses (Part of Coverage B. Licensed Vehicles) | \$139,675,851 | 0.1600 | \$223,481 |
| C. Mobile Equipment (Non-highway licensed) | \$0 | 0.0000 | \$0 |
| D. Fine Arts (scheduled) | \$0 | 0.0254 | \$0 |
| E. Green Building Coverage | N/A | N/A | \$0 |
| Total Estimated Annual Premium | | | \$300,836 |
| Estimated Taxes and Fees | | | \$1,514 |
| EIA Administration Fees | | | \$2,949 |
| Pre-Paid Balance Adjustment | | | \$948 |
| No Claims Bonus (2012/13) | | | -\$1,778 |
| | | ESTIMATED COLLECTIBLE PREMIUM | \$304,469 |

*Total Insured Values (TIV) as of January 15, 2014

*******PRELIMINARY PREMIUM ALLOCATION*******

**CSAC EXCESS INSURANCE AUTHORITY
PROPERTY PROGRAM
POLICY TERM: March 31, 2014 to March 31, 2015**

SAN DIEGO METROPOLITAN TRANSIT SYSTEM - SAN DIEGO TROLLEY, INC.

DATE: March 4, 2014

REASON FOR REVISION OF PREMIUM ALLOCATION: 2014/2015 UPDATED RENEWAL ESTIMATE

| | |
|---|-----------------|
| 2014/2015 TOTAL ESTIMATED ANNUAL PREMIUM: | \$895,059 |
| 2013/2014 TOTAL ANNUAL PREMIUM: | \$909,364 |
| INCREASE (DECREASE) IN ANNUAL PREMIUM: | \$-14,305 |
| 2014/2015 TOTAL REPORTED INSURABLE VALUES*: | \$1,209,684,711 |
| 2013/2014 TOTAL REPORTED INSURABLE VALUES: | \$1,209,086,288 |
| PERCENTAGE INCREASE (DECREASE) IN TOTAL INSURED VALUES: | 0.05% |

| - CALCULATIONS - | | | |
|---|-----------------|--------------------------------------|------------------|
| COVERAGE DESCRIPTION | DECLARED VALUES | RATE (\$/100) | ANNUAL PREMIUM |
| All Risk Incl. Flood and Deductible Pool Contribution | \$716,567,472 | 0.0225 | \$161,221 |
| Terrorism, Excess Boiler and Machinery and Brush Fire (Miscellaneous Other Coverages) | | | \$49,321 |
| OPTIONAL COVERAGES: | | | |
| A. Earthquake per schedule including Rooftop (if applicable) | \$0 | 0.0000 | \$0 |
| B. Licensed Vehicles | \$2,164,417 | 0.1800 | \$3,896 |
| Licensed Vehicles above \$250,000 in value | \$0 | 0.1600 | \$0 |
| Buses (Part of Coverage B. Licensed Vehicles) | \$489,952,822 | 0.1367 | \$669,974 |
| C. Mobile Equipment (Non-highway licensed) | \$1,000,000 | 0.1500 | \$1,500 |
| D. Fine Arts (scheduled) | \$0 | 0.0066 | \$0 |
| E. Green Building Coverage | N/A | N/A | \$0 |
| Total Estimated Annual Premium | | | \$885,912 |
| Estimated Taxes and Fees | | | \$4,361 |
| EIA Administration Fees | | | \$11,694 |
| Pre-Paid Balance Adjustment | | | \$3,758 |
| No Claims Bonus (2012/13) | | | -\$10,667 |
| | | ESTIMATED COLLECTIBLE PREMIUM | \$895,059 |

*Total Insured Values (TIV) as of January 15, 2014



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Agenda Item No. 13

MEETING OF THE METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

March 20, 2014

SUBJECT: VERIZON WIRELESS DATA SERVICE FOR MOBILE DATA TERMINAL/AUTOMATIC VEHICLE LOCATOR – CONTRACT AWARD

RECOMMENDATION:

That the Board of Directors authorize the Chief Executive Officer (CEO) to execute MTS Doc. No. G1698.0-14 (in substantially the same format as Attachment A) with Verizon Wireless for the provision of monthly cellular service and data usage for a contract base period of five (5) years with five (5) one year options to be exercised exclusively at the CEO's discretion.

Budget Impact

The value of this agreement will not exceed \$160,184.64 for the base period and \$213,327.36 for the five (5) option years, for a grand total of \$3373,512.00. Funding will be from the respective fiscal years' MTS Contract Services annual operating budget account 850-53910. The estimated annual expenses are as follows:

| | |
|-------------------------------|-----------------------|
| Fiscal Year 2015 | = \$28,368.00 |
| Fiscal Year 2016 | = \$30,070.08 |
| Fiscal Year 2017 | = \$31,961.28 |
| Fiscal Year 2018 | = \$33,852.48 |
| Fiscal Year 2019 | = \$35,932.80 |
| Option Year 1, FY 2020 | = \$38,013.12 |
| Option Year 2, FY 2021 | = \$40,282.56 |
| Option Year 3, FY 2022 | = \$42,741.12 |
| Option Year 4, FY 2023 | = \$45,199.68 |
| <u>Option Year 5, FY 2024</u> | <u>= \$ 47,090.88</u> |
| Grand Total | = \$373,512.00 |



DISCUSSION:

Federal Transit Administration (FTA) Circular 4220.1F (Third Party Contracting Guidance) Chapter V (Sources), Section 4 (State or Local Government Purchasing Schedules or Purchasing Contracts) sub-paragraph a. (Use Encouraged): The Common Grant Rule for governmental recipients encourages recipients and sub recipients to enter into State and local intergovernmental agreements for procurements of property and services.

MTS (Contract Services) has proposed the implementation of a Mobile Data Terminal / Automatic Vehicle Locator (MDT/AVL) feature to be utilized in the Paratransit and Minibus Fixed Route services. These data terminals will be tablets secured in a locked arm-mount which is permanently installed into the vehicle near the driver. The mounting arm is also pre-wired to prevent exposure to power cord connections. Communication between the MDT/AVL and MTS Operations will require a cellular and data provider.

MTS staff requests to utilize the State of California, Department of General Services Contract #7-10-70-16 with Verizon Wireless to provide cellular communication and data transmission to these terminals.

The MDT/AVL feature, through a proprietary software feature provided by Trapeze (MTS Contract B0563.0-11) will (amongst other features):

- Provide real-time driver manifest information, replacing hard-copy log books and hand-written changes
- Provide real-time location of each vehicle to staff
- Provide annunciated GPS turn-by-turn directions for drivers

MTS staff has determined the pricing provided by Verizon Wireless to be fair and reasonable and of the best value to the Agency.



Paul C. Jablonski
Chief Executive Officer

Key Staff Contact: Sharon Cooney, 619.557.4513, Sharon.Cooney@sdmts.com

Attachment: A. Draft Standard Service Agreement; Contract G1698.0-14

DRAFT

STANDARD SERVICE AGREEMENT
FOR
CELLULAR AND DATA SERVICES

| |
|--------------------------------|
| G1698.0-14 CONTRACT NUMBER |
| OPS 920.2 FILE/PO NUMBER(S) |

THIS AGREEMENT is entered into this _____ day of _____, 2014, in the state of California by and between San Diego Metropolitan Transit System ("MTS"), a California public agency, and the following, hereinafter referred to as "Contractor":

Name: Verizon Wireless Address: One Verizon Way
Form of Business: Corporation Basking Ridge, NJ 07920
(Corporation, Partnership, Sole Proprietor, etc.) Telephone: 800-922-0204

Authorized person to sign contracts: Todd Loccisano Exec. Dir., Enterprise and Government Contracts
Name Title

The attached Standard Conditions are part of this agreement. The Contractor agrees to furnish to MTS services, as follows:

Cellular and Data Services as specified in the State of California Master Price Contract #7-10-70-16 (attached as Exhibit A), Contract #7-10-70-16 User Instructions, Supplement 12 (attached as Exhibit B), the MTS Standard Services Agreement including the Standard Conditions, Services (attached as Exhibit C), and the Federal Requirements (attached as Exhibit D).

The base term of the contract shall be from July 1, 2014 through June 30, 2019. Option periods, if exercised at the sole discretion of MTS, shall be for one calendar year beginning July 1, 2019 and ending twelve months later, up to a maximum completion date of June 30, 2024. Such optional service periods may be exercised individually, all at once, or not at all, at MTS' sole determination and dependent upon the Contractor's satisfactory performance of the requirements of this Agreement.

Total contract amount shall not exceed \$160,184.64 for the base period and \$38,013.12, \$40,282.56, \$42,741.12, \$45,199.68, \$47,090.88 for Option Years 1 through 5 respectively if exercised by MTS, for a grand total of \$373,512.00.

| SAN DIEGO METROPOLITAN TRANSIT SYSTEM | CONTRACTOR AUTHORIZATION |
|---|--------------------------|
| By: _____ Paul C. Jablonski, Chief Executive Officer | Firm: _____ |
| Approved as to form: | By: _____ Signature |
| By: _____ Office of General Counsel | Title: _____ |

| AMOUNT ENCUMBERED | BUDGET ITEM | FISCAL YEAR |
|--------------------------------------|-------------|-------------|
| \$160,184.64 | 850-53910 | FY15-19 |
| By: _____ Chief Financial Officer | | |



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San Diego, CA 92101-7490
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Agenda Item No. 14

MEETING OF THE METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

March 20, 2014

SUBJECT:

CALIFORNIA DEPARTMENT OF TRANSPORTATION (CALTRANS) PROGRAM OF
PROJECTS FOR FEDERAL TRANSIT ADMINISTRATION (FTA) SECTION 5311
FUNDING, FEDERAL FISCAL YEAR 2014

RECOMMENDATION:

That the Board of Directors approve Resolution No. 14-5, (Attachment A) authorizing the use of and application for \$432,356 of FTA Section 5311 funds: \$287,000 for operating assistance and \$145,356 for capital improvements in non-urbanized areas.

Budget Impact

The apportionment of federal fiscal year 2014 5311 funds is \$432,356. MTS will be required to provide nonfederal matching funds in the amount of \$251,101.

DISCUSSION:

The FTA provides funds for capital and operating assistance to agencies providing rural transportation through the Section 5311 Non-Urbanized Area Formula Program. These funds do not come directly to the region but are apportioned to the states. In turn, Caltrans, on behalf of the State of California, reapportions the funds to the region based solely on the regional rural population as a share of the state total rural population. San Diego Association of Governments (SANDAG) allocates the region's funds to both NCTD and MTS based on the relative rural population in each service area.

For federal fiscal year 2014, FTA 5311 funding would provide \$287,000 in operating assistance for MTS, plus an additional \$145,356 for the completion of the Campo Rural Bus Parking Lot Improvement project. MTS seeks to make improvements to the parking lot located at the eastern most point of the rural services in Campo, CA. Currently the buses are parking on a dirt lot, where the buses are not secure. The Campo bus yard

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Metropolitan Transit System (MTS) is a California public agency comprised of San Diego Transit Corp., San Diego Trolley, Inc., San Diego and Arizona Eastern Railway Company (nonprofit public benefit corporations), and San Diego Vintage Trolley, Inc., a 501(c)(3) nonprofit corporation, in cooperation with Chula Vista Transit. MTS is the taxicab administrator for seven cities. MTS member agencies include the cities of Chula Vista, Coronado, El Cajon, Imperial Beach, La Mesa, Lamon Grove, National City, Poway, San Diego, Santee, and the County of San Diego.

project will include resurfacing the lot with asphalt paving and installation of perimeter fencing and entrance/exit gates to protect the vehicles. MTS houses up to four rural fleet vehicles in Campo to provide morning westbound service to the residents of eastern San Diego County. This project is included in the MTS fiscal year 2015 Capital Improvement Plan.

The \$432,356 of 5311 funds will be matched with \$232,269 in local funds for the operating assistance at 44.76% match rate and \$18,832 in local funds for capital improvements at 11.47% match rate.



Paul C. Jablonski
Chief Executive Officer

Key Staff Contact: Sharon Cooney, 619.557.4513, Sharon.Cooney@sdmts.com

Attachment: A. Board Resolution 14-5

SAN DIEGO METROPOLITAN TRANSIT SYSTEM

Resolution No. 14-5

Resolution Authorizing Federal Funding Under FTA Section 5311
with the California Department of Transportation

WHEREAS, the U.S. Department of Transportation is authorized to make grants to states through the Federal Transit Administration (FTA) to support capital and operating assistance projects for nonurbanized public transit services under Section 5311 of the Federal Transit Act; and

WHEREAS, the California Department of Transportation has been designated by the Governor of the State of California to administer Section 5311 grants for public transportation projects; and

WHEREAS, MTS desires to apply for said financial assistance to operate rural transit service and support capital improvements in San Diego County; and

WHEREAS, MTS has, to the maximum extent feasible, coordinated and consulted with other transportation providers and users in the region, including consultation with San Diego County Health and Human Services;

NOW, THEREFORE, BE IT RESOLVED, DETERMINED, AND ORDERED that MTS does hereby authorize the Chief Executive Officer, or designated representative, to file and execute any actions necessary on behalf of MTS with the California Department of Transportation to aid in the financing of operating or capital assistance projects pursuant to Section 5311 of the Federal Transit Act of 1964, as amended; that the designated representatives are:

1. The Chief of Staff is authorized to file and execute any actions necessary on behalf of MTS with the California Department of Transportation to aid in the financing of operating or capital assistance projects pursuant to Section 5311 of the Federal Transit Act of 1964, as amended.
2. The General Counsel is authorized to file and execute any actions necessary on behalf of MTS with the California Department of Transportation to aid in the financing of operating or capital assistance projects pursuant to Section 5311 of the Federal Transit Act of 1964, as amended.
3. The Chief Financial Officer is authorized to provide additional information as the California Department of Transportation may require in connection with the application for Section 5311 projects.

PASSED AND ADOPTED, by the Board of Directors this _____ day of _____, by the following vote:

AYES:

NAYS:

ABSENT:

ABSTAINING:

Chairperson
San Diego Metropolitan Transit System

Filed by:

Approved as to form:

Clerk of the Board
San Diego Metropolitan Transit System

Office of the General Counsel
San Diego Metropolitan Transit System



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Agenda Item No. 15

MEETING OF THE METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

March 20, 2014

SUBJECT:

TRAPEZE SOFTWARE LICENSE AND MAINTENANCE AGREEMENT
(PARATRANSIT AND MINI-BUS SERVICES)

RECOMMENDATION:

That the Board of Directors authorize the Chief Executive Officer (CEO) to:

- 1) ratify Amendment Nos. 3 (Attachment A) and 5 (Attachment B) to MTS Document No. B0563.0-11 with Trapeze Software Group, Inc. (Trapeze) which were previously approved under the CEO's approval authority for a total cost of \$83,491.00; and
- 2) execute Amendment No. 6 to MTS Doc. No. B0563.0-11 (in substantially the same format as Attachment C) with Trapeze Software License and Maintenance Agreement to consolidate all services under a single multi-year maintenance agreement totaling \$1,471,135.25.

Budget Impact

Amendment Nos. 3 and 5 total \$83,491.00 and Amendment No. 6 totals \$1,471,135.25 for a grand total of \$1,554,626.25. This will increase the total Board approved project from \$421,335.00 to \$1,975,961.25 as detailed below.

The value of this agreement will not exceed \$1,471,135.25 for the five-year period, inclusive of annual licensing and maintenance fees; addition of MDT/AVL DriverMate; and anticipated growth of the Paratransit Fleet MDT/AVL's. Funding sources and annual expenses are anticipated as follows:



| | FY15 | FY16 | FY17 | FY18 | FY19 |
|----------------------|------------------------|----------------------|----------------------|----------------------|----------------------|
| MDT/AVL | \$ 269,162.25 | \$ 10,776.00 | \$ 12,572.00 | \$ 13,201.00 | \$ 15,247.00 |
| CIP11354-0200 | \$ 269,162.25 | | | | |
| 850-53910 | \$ 48,870.00 | \$ 65,169.00 | \$ 73,276.00 | \$ 80,712.00 | \$ 90,489.00 |
| ATIS Agent/Web | \$ 57,736.00 | \$ 60,623.00 | \$ 63,654.00 | \$ 66,837.00 | \$ 70,179.00 |
| ATIS IMPORT | \$ 6,367.00 | \$ 6,686.00 | \$ 7,020.00 | \$ 7,371.00 | \$ 7,739.00 |
| INFO IVR FX | \$ 21,500.00 | \$ 33,862.00 | \$ 35,555.00 | \$ 37,333.00 | \$ 39,200.00 |
| ATIS RTSI | \$ 10,217.00 | \$ 16,091.00 | \$ 16,896.00 | \$ 17,740.00 | \$ 18,627.00 |
| 661-53910 | \$ 95,820.00 | \$ 117,262.00 | \$ 123,125.00 | \$ 129,281.00 | \$ 135,745.00 |
| PASS | \$ 41,806.00 | \$ 43,896.00 | \$ 46,091.00 | \$ 48,395.00 | \$ 50,815.00 |
| PASS CT | \$ 2,031.00 | \$ 2,132.00 | \$ 2,239.00 | \$ 2,351.00 | \$ 2,468.00 |
| 850-53910 | \$ 43,837.00 | \$ 46,028.00 | \$ 48,330.00 | \$ 50,746.00 | \$ 53,283.00 |
| ANNUAL TOTAL | \$ 457,689.25 | \$ 228,459.00 | \$ 244,731.00 | \$ 260,739.00 | \$ 279,517.00 |
| GRAND TOTAL | \$ 1,471,135.25 | | | | |

DISCUSSION:

Pursuant to Board Policy No. 52 (Procurement of Goods and Services), the CEO may enter into contracts with service providers for up to \$100,000. The Board must approve all agreements in excess of \$100,000.

MTS uses Trapeze Software to support operations in our MTS Access (Paratransit) and mini-bus services.

On December 8, 2011, the MTS Board of Directors authorized the CEO to execute MTS Doc No. B0563.1-11 with Trapeze to replace the existing Interactive Voice Response (IVR) systems and real-time vehicle position information system with updated Trapeze products. Subsequent Amendments to the Contract are listed as follows and were approved under the CEO's authority.

Amendment 3 (B0563.3-11) Add INFO-IVR-FX Maintenance for \$24,282.00 through 10-31-13.

Amendment 5 (B0563.5-11) Add INFO-IVR-FX and ATIS-RTSI Maintenance for \$59,209.00 through 10-31-14.

Amendment 4 (B0563.4-11) Exercise Option Year of Existing Contract was approved by the MTS Board.

MTS (San Diego Transit Corporation Division) currently utilizes multiple software products developed or owned by Trapeze for scheduling paratransit service and trip-planning of fixed-route services. These products are proprietary to Trapeze and cannot be maintained or serviced by any other company or third-party vendor. While MTS has historically kept these products under software maintenance agreements with Trapeze, these have generally been separate short-term agreements for each of the Trapeze products. The services being requested at this time are for continued software license and maintenance with all Trapeze products in use at MTS under a single multi-year maintenance

agreement. The following is a brief description of the products and their purpose for MTS which are critical and necessary for efficient day-to-day transit operations.

- Trapeze PASS: Paratransit scheduling software. This has been the scheduling software for our paratransit operation since 2001, and allows approximately 1,200 trips a day to be efficiently scheduled.
- Trapeze PASS CT (Zonal Management): Mapping and zone management program for the paratransit service to manage our four internal service zones.
- Trapeze ATIS Agent/WEB: Utilized by the MTS Regional Telephone Information and Customer Service Center (Tele-Info) for passenger trip-planning support.
- Trapeze ATIS Import: Interfaces with HASTUS software that contains all of the routes and time schedules of MTS services, which provides information to MTS Telephone Information representatives via the Agent/WEB program.
- Trapeze INFO IVR FX: Automated regional transit information software that contains all the routes and time schedules.
- Trapeze ATIS RTSI: Provides real time route information to Tele-Info operators and to the public through the automated IVR system.

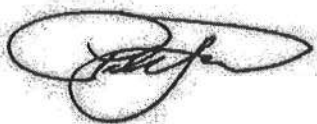
In addition to the above mentioned software licenses and maintenance components, staff have determined that overall MTS Access operational performance can be further enhanced by adding a Mobile Data Terminal / Automatic Vehicle Locator (MDT/AVL) component to the current system. This new component is called DriverMate. DriverMate is a technology that runs on mobile devices, such as tablets, and acts as a mobile data computer providing the driver with real-time manifest information as well as GPS and schedule adherence for the dispatcher.

The MDT/AVL will allow real-time tracking of vehicles by dispatchers; replace printed maps/directions for pick-up and drop off points with automated mapping and annunciated directions to the driver; provide availability of an interactive voice response function to notify passengers in advance of their trip if the bus is early or late.

Both the ongoing maintenance agreements and the addition of the MDT/AVL represent a sole source procurement. In accordance with third party contracting guidelines, FTA Circular 4220.1F, Chapter VI, Section 3i(1)(b)1b, a sole source award may be recommended in cases where the recipient (MTS) requires supplies or services available from only one responsible source and no other supplies or services will satisfy its requirements. Patent or data rights restrictions preclude competition.

MTS staff has determined the pricing for ongoing license and maintenance and the addition of the MDT/AVL module to be consistent with historical pricing and

found the prices to be fair and reasonable and of the best value to the Agency.



Paul C. Jablonski
Chief Executive Officer

Key Staff Contact: Sharon Cooney, 619.557.4513, Sharon.Cooney@sdmts.com

- Attachment: A. Amendment No. 3, Contract B0563.0-11
B. Amendment No. 5, Contract B0563.0-11
C. Amendment No. 6, Contract B0563.0-11



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ORIGINAL

January 28, 2013

MTS Doc. No. B0563.3-11

Trapeze Software Group, Inc.
Mr. Brian Beattie, CFO
8360 East Via de Ventura, Suite L-200
Scottsdale, AZ 85258

Subject: AMENDMENT NO. 3 TO MTS DOC. NO. B0563.0-11 SOFTWARE LICENSE AND
MAINTENANCE SUPPORT FOR TRAPEZE PRODUCTS

MTS amends the Agreement B0563.0-11 to incorporate the following changes:

SCOPE OF WORK

Software Maintenance Agreement for Trapeze INFO-IVR-FX software for the period of November 1, 2012 through October 31, 2013 as per attached invoice (Attachment A).

PAYMENT

As a result of this Amendment the contract value will increase by \$24,282.00 from \$318,535.00 to \$342,817.00.

All other conditions remain unchanged. If you agree with the above, please sign below, and return the document marked "Original" to the Contracts Specialist at MTS. The other copy is for your records.

Sincerely,

Paul G. Jablonski
Chief Executive Officer

Agreed:

Brian Beattie
Chief Financial Officer

Date: 07/02/2013

LMARQUIS-CL
CL-B0563.3-11.TRAPEZESOFTWAREGRPINC.SREED.012813

Attachment A: Trapeze Invoice No. 12-1051853

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Metropolitan Transit System (MTS) is a California public agency comprised of San Diego Transit Corp., San Diego Trolley, Inc., San Diego and Arizona Eastern Railway Company (nonprofit public benefit corporations), and San Diego Vintage Trolley, Inc., a 501(c)(3) nonprofit corporation, in cooperation with Chula Vista Transit. MTS is the taxicab administrator for seven cities. MTS member agencies include the cities of Chula Vista, Coronado, El Cajon, Imperial Beach, La Mesa, Lemon Grove, National City, Poway, San Diego, Santee, and the County of San Diego.

ATTACHMENT A



Software Support Invoice

Metropolitan Transit System
 Attn: Daniel McCaslin
 1255 Imperial Ave
 Suite 1000
 San Diego, CA 92101
 USA

Invoice 12-1051853
Date August 28, 2012
Customer ID
Contract No. 0000002132
Due date November 01, 2012
Contract type 455MAINT
Project No 7357-204

| | | |
|--|-------------|-------------|
| Purchase Order No : | | |
| Trapeze INFO-IVR-FX Up to 450 Peak Vehicles Coverage period 11/1/2012 - 10/31/2013 | \$24,282.00 | |
| 0% tax applied, client receives updates by download only | | |
| Subtotal | \$24,282.00 | |
| State Tax - 8.75% | \$0.00 | |
| Total payable in USD | | \$24,282.00 |

Please make payment to following:

Lockbox
 Trapeze Software Group
 P.O.Box 202528
 Dallas, TX 75320-2528
 USA

Courier
 Trapeze Software Group
 2975 Regent Blvd,
 P.O.Box 202765
 Irving, TX 75063 - USA.

Interest at 15% per annum will be charged on all late payments.



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ORIGINAL

October 2, 2013

MTS Doc. No. B0563.5-11

Trapeze Software Group, Inc.
Mr. Brian Beattie, CFO
8360 East Via de Ventura, Suite L-200
Scottsdale, AZ 85258

Subject: AMENDMENT NO. 5 TO MTS DOC. NO. B0563.0-11; SOFTWARE LICENSE AND MAINTENANCE SUPPORT FOR TRAPEZE PRODUCTS

MTS amends the Agreement B0563.0-11 to incorporate the following changes:

Renew Software Maintenance Agreement for Trapeze INFO-IVR-FX software for the period of November 1, 2013 through October 31, 2014, as per attached Invoice 13-1052008 and add Software Maintenance Agreement for Trapeze ATIS-RTSI for the period of November 1, 2012 through October 31, 2014, per attached Invoice 13-1052023.

As a result of this Amendment the not to exceed contract value has increased by \$59,209.00 from \$445,617.00 to \$504,826.00. All other conditions remain unchanged.

If you agree with the above, please sign below, and return the document marked "Original" to the Contracts Specialist at MTS. The other copy is for your records.

Sincerely,

Paul C. Jablonski
Chief Executive Officer

LMARQUIS-CL
CL-B0563.5-11.TRAPEZE.SREED.100213

Agreed:

Brian Beattie
Chief Financial Officer

Date: October 21, 2013

Attachments: A - Trapeze Invoice No. 13-1052008
B - Trapeze Invoice No. 13-1052023





Software Support Invoice

Metropolitan Transit System
 Attn: Daniel McCaslin
 1255 Imperial Ave
 Suite 1000
 San Diego, CA 92101
 USA

Invoice 13-1052008
 Date August 28, 2013
 Customer ID
 Contract No. 0000002132
 Due date November 01, 2013
 Contract type 455MAINT
 Project No 7357-204

| | | |
|--|-------------|-------------|
| Purchase Order No : | | |
| Trapeze INFO-IVR-FX Up to 450 Peak Vehicles Coverage period 11/1/2013 - 10/31/2014 | \$30,714.00 | |
| 0% tax applied, client receives updates by download only | | |
| Subtotal | \$30,714.00 | |
| State Tax - 8.75% | \$0.00 | |
| Total payable in USD | | \$30,714.00 |

Please make payment to following:

Lockbox
 Trapeze Software Group
 P.O.Box 202528
 Dallas, TX 75320-2528
 USA

Courier
 Trapeze Software Group
 2975 Regent Blvd,
 P.O.Box 202755
 Irving, TX 75063 - USA.

Interest at 15% per annum will be charged on all late payments.



RE: Maintenance Invoice – Trapeze Suite of Products

To Whom It May Concern:

Please find enclosed invoice(s) for maintenance fees on the Trapeze suite of products. As a long term customer, Trapeze is pleased to continue to offer a wide variety of services:

- 24-hour, 7 days a week support via phone, email, fax and web;
- Toll free Customer Support Line – 877-411-8727
- Customer Care Web Site – www.MyTrapeze.com;
 - Online tracking of support request and the status of reported issues;
 - Access to standard documentation;
 - On line Training courses to update and enhance your skills;
 - On line Training Videos;
 - Participate in the Trapeze Certification program;
 - Access to on line knowledge base;
 - Trapeze Help site - access to online and downloadable documentation
 - *Trapeze Community - Online forums to input suggestions or questions that can be responded to by other Trapeze Users*
- Product upgrades for life;
- Trapeze Times newsletter;
- Quarterly user forums for Trapeze products; and
- Invitation to annual multi-day user training conference.

In order to continue enhancing your customer care experience, we appreciate your suggestions and comments. We thank you for your business and remain committed to being your trusted partner.

Should you have any questions, please feel free to contact me at (905) 629-5478 or andrea.potter@trapezegrup.com.

Sincerely,

TRAPEZE SOFTWARE GROUP

Andrea L. Potter
Vice President, Customer Care

enclosures



Software Support Invoice

Metropolitan Transit System
 Attn: Daniel McCaslin
 1255 Imperial Ave
 Suite 1000
 San Diego, CA 92101
 USA

Invoice 13-1052023
 Date August 28, 2013
 Customer ID
 Contract No. 0000002446
 Due date November 01, 2012
 Contract type 455MAINT
 Project No 7357-240

| Purchase Order No : | | |
|--|-------------|-------------|
| Trapeze ATIS-RTSi Up to 450 Peak Vehicles Coverage period 11/1/2012 - 10/31/2013 | \$13,900.00 | |
| Trapeze ATIS-RTSi Up to 450 Peak Vehicles Coverage period 11/1/2013 - 10/31/2014 | \$14,595.00 | |
| 0% tax applied, client receives updates by download only | | |
| Subtotal | \$28,495.00 | |
| State Tax - 8.75% | \$0.00 | |
| Total payable in USD | | \$28,495.00 |

Please make payment to following:

Lockbox
 Trapeze Software Group
 P.O.Box 202528
 Dallas, TX 75320-2528
 USA

Courier
 Trapeze Software Group
 2975 Regent Blvd,
 P.O.Box 202755
 Irving, TX 75063 - USA.

Interest at 15% per annum will be charged on all late payments.

March 20, 2014

MTS Doc. No. B0563.6-11

Trapeze Software Group, Inc.
Mr. Brian Beattie, CFO
8360 East Via de Ventura, Suite L-200
Scottsdale, AZ 85258

Subject: AMENDMENT NO. 6 TO MTS DOC. NO. B0563.0-11 SOFTWARE LICENSE AND MAINTENANCE SUPPORT FOR TRAPEZE PRODUCTS

MTS amends the Agreement B0563.0-11 to incorporate the following changes:

Renew Software Maintenance Agreement for Trapeze products as per Attachment A and add the DriverMate product and maintenance agreement as per Attachment B.

As a result of this Amendment the not to exceed contract value has increased by \$1,471,135.25 from \$504,826.00 to \$1,975,961.25. All other conditions remain unchanged.

If you agree with the above, please sign below, and return the document marked "Original" to the Contracts Administrator at MTS. The other copy is for your records.

Sincerely,

Agreed:

Paul C. Jablonski
Chief Executive Officer

Brian Beattie
Chief Financial Officer

Date: _____

- Attachments: A Trapeze 5 Year Maintenance Agreement Quotation
- B Trapeze DriverMate Quote, SOW, and Terms and Conditions



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Agenda Item No. 16

MEETING OF THE METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

March 20, 2014

SUBJECT:

COLLABORATION WITH ZIZHU NATIONAL HI-TECH INDUSTRIAL DEVELOPMENT
ZONE (MINHANG DISTRICT OF SHANGHAI, CHINA)

RECOMMENDATION:

That the Board of Directors approve MTS Doc. No. G1700.0-14 (Attachment A) to execute an agreement with the Zizhu National Hi-tech Industrial Development Zone for an exchange of expertise and reimbursement of travel expenses.

Budget Impact

None. Travel expenses for a site visit and inspection will be reimbursed by Zizhu National Hi-tech Industrial Development Zone.

DISCUSSION:

In October 2013, representatives from the Minhang District of Shanghai, China, visited San Diego to view the MTS light rail transit system (in addition to other industries and public services in San Diego) and to seek advice on how to implement a similar mass transit system in a proposed new development of approximately 800,000 residential units. The local Shanghai government and the land developer (Shanghai Zizhu Hi-Tech Zone (Group) Limited Company as the managing and operating entity of the Zizhu National Hi-tech Industrial Development Zone) have requested that MTS send an official to visit the site in China and provide advice on how best to plan, construct, and operate a mass transit system in the proposed development.



The Board Chairman therefore recommends that the Board designate MTS Chief Executive Officer, Paul Jablonski, to participate in this collaboration on the basis that the proposed collaboration facilitates the exchange of expertise regarding public transportation, including emerging trends in mass transit and transit-oriented development. It also generates goodwill for MTS and enhances MTS's public image by being considered an international example of a model public transit system. Travel is proposed from April 16 to 30, 2014.

By letter agreement, MTS would contribute the value of the CEO's time, and the Zizhu National Hi-tech Industrial Development Zone would contribute the travel expenses in a roughly even exchange of value. MTS will directly pay for some expenses subject to reimbursement, and the Zizhu National Hi-tech Industrial Development Zone will directly pay for most expenses (airfare, lodging and some meals).

MTS General Counsel has consulted with the California Fair Political Practices Commission (FPPC) and confirmed that this trip and proposed reimbursement of travel expenses would not violate any of the FPPC's regulations regarding gifts and travel payments because the payments are for travel made in conjunction with official MTS business pursuant to FPPC Regulation § 18950.1. The letter agreement requires the Zizhu National Hi-tech Industrial Development Zone to provide MTS with an accounting of travel expenses paid for Mr. Jablonski's travel so that an FPPC Payment to Agency Report (Form 801) can be made by the July 31, 2014, reporting deadline.



Harry Mathis
Chairman

Key Staff Contact: Karen Landers, 619.557.4512, Karen.Landers@sdmts.com

Attachment: A. Draft MTS Doc. No. G1700.0-14



1255 Imperial Avenue, Suite 1000
San Diego, CA 92101-7490
(619) 231-1466 • FAX (619) 234-3407

MTS Doc. No. G1700.0-14

March 20, 2014

Mr. Wen Shen
President
Shanghai Zizhu National Hi-tech Industrial Development Zone
No.,1388 Qixin Road
Minhang District, Shanghai, P.R.C, 201199

RE: Zizhu Hi-tech Zone Collaboration

Dear Mr. Shen:

The San Diego Metropolitan Transit System (MTS) is in receipt of your request for an exchange of expertise regarding the Zizhu Hi-tech Zone. This will be a beneficial collaboration for MTS and Zizhu Hi-tech Zone.

MTS hereby accepts your invitation for Paul Jablonski, Chief Executive Officer of MTS, to visit the Zizhu Hi-tech Zone in April 2014 to experience the current status of the region's economic development, inspect its potential as a research and development platform, and determine how MTS can assist and collaborate with you regarding the planning, design, construction and operation of a new public mass transit system.

In exchange for the Zizhu Hi-tech Zone paying the expenses incurred by MTS for Mr. Jablonski's travel, lodging, meals, foreign medical insurance and other incidental expenses during this visit, MTS will send Mr. Jablonski on this important site visit and inspection trip. It is our understanding that the Zizhu Hi-tech Zone will pay for Mr. Jablonski's travel expenses through a combination of direct payments to the airlines, hotel, restaurant or other providers or by reimbursing MTS for similar expenses.

In order to comply with California regulations related to payments for travel expenses by third parties, MTS requests that the Zizhu Hi-tech Zone provide MTS with an accounting of expenses paid by May 31, 2014. MTS is required to report the payments received for travel expenses to local authorities no later than July 30, 2014.

By signing below, MTS and the Zizhu Hi-tech Zone agree to the above exchange and collaboration.

Sincerely,

IT IS AGREED:

Harry Mathis
Chairman
Board of Directors

Mr. Wen Shen
President
Zizhu National Hi-tech Industrial Development Zone





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Agenda Item No. 30

MEETING OF THE METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

March 20, 2014

SUBJECT:

TAXICAB CONTRACT RENEWAL (SHARON COONEY)

RECOMMENDATION:

Executive Committee:

That the Board of Directors adopt the principles for renewal of the taxicab administration contract with the City of San Diego (Attachment A).

Budget Impact

None.

DISCUSSION:

At its January meeting the Board of Directors created an ad hoc committee to formulate guiding principles for contract negotiations with the City of San Diego for taxicab administration. The ad hoc committee's recommendations were presented to the Executive Committee for its consideration on March 13. The Executive Committee recommends the attached principles for approval by the Board. The adopted principles would be used by staff in negotiations for the contract renewal, and it is anticipated that the final agreement would return to the Board for approval before the term of the contract expires on July 1.



Paul C. Jablonski
Chief Executive Officer

Key Staff Contact: Sharon Cooney, 619.557.4513, Sharon.Cooney@sdmts.com

Attachment: A. Principles for Negotiation of the Taxicab Administration Contract on Behalf of the Metropolitan Transit System

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Metropolitan Transit System (MTS) is a California public agency comprised of San Diego Transit Corp., San Diego Trolley, Inc., San Diego and Arizona Eastern Railway Company (nonprofit public benefit corporations), and San Diego Vintage Trolley, Inc., a 501(c)(3) nonprofit corporation, in cooperation with Chula Vista Transit. MTS is the taxicab administrator for seven cities. MTS member agencies include the cities of Chula Vista, Coronado, El Cajon, Imperial Beach, La Mesa, Lemon Grove, National City, Poway, San Diego, Santee, and the County of San Diego.

Draft

Principles for Negotiation of the Taxicab Administration Contract on Behalf of the
Metropolitan Transit System

(As proposed by the Taxicab Contract Renewal Committee and recommended by the
Executive Committee)

The Metropolitan Transit System (MTS) anticipates renewing the agreement with the City of San Diego (the City) for taxicab administration. The Committee recommends that the following principles be followed when negotiating contract amendments:

1. The City will continue to set fundamental policy and MTS will be the administrator.
2. State law requires that MTS recover its costs associated with taxicab administration. Changes to ordinances or regulations proposed by the City should indicate the expected source of funding for their implementation (eg. permit fees versus City subsidy) and include an analysis of cost.
3. In the event the City chooses to initiate a policy change, the MTS Board will have to vote to approve amendments to its Ordinance 11 in order to implement that change.
4. The City's indemnification of MTS for actions it takes pursuant to policies and regulations approved by the City should continue with the renewal.
5. It is in the best interest of the taxi industry, MTS and the City to approve a five year renewal.
6. In the event that the City determines that it is in the public's best interest to create a new forum for resolution of disputes between lease drivers and permit holders, the City may choose to operate a dispute resolution center or create some other mechanism for processing these types of disputes. During the term of this agreement MTS is not interested in assuming this role.
7. MTS will entertain some changes to Ordinance 11 that have been publicly sought, specifically those related to maximum vehicle age or mileage and the requirement that permit holders issue and maintain records of receipts for lease payments and produce them upon request of MTS. These

Ordinance 11 proposals could be included in the amended agreement or may also be subjects for discussion after contract renewal.



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Agenda Item No. 31

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

March 20, 2014

SUBJECT:

UNITED STATES FISH AND WILDLIFE SERVICE (FWS) BAYSIDE BIRDING
AND WALKING TRAIL PROJECT; CONSTRUCTION AND MAINTENANCE
AGREEMENT (KAREN LANDERS)

RECOMMENDATION:

That the Board of Directors approve, reject or give direction to staff regarding negotiation of a Construction and Maintenance Agreement (CMA) for the FWS Bayside Birding and Walking Trail Project.

Budget Impact

If approved as currently drafted, the CMA would create new liability risks related to MTS owned property and transfer such risks to MTS. Because the cost of such risks is dependent upon future incidents or injuries and related legal expenses and settlement costs, the specific Budget Impact for this transfer of risk cannot be quantified.

DISCUSSION:

As part of the FWS's San Diego Bay National Wildlife Refuge Bayside Birding and Walking Trail Project (Bayside Trail Project), the FWS has requested that MTS allow the construction of the Bayside Trail Project on MTS/San Diego & Arizona Eastern Railway Co. (SD&AE) owned right-of-way. This project was originally proposed to SD&AE on April 21, 2009, when a CMA consistent with MTS's standard terms and conditions was approved. (Attachment A.) FWS is now ready to finalize the CMA. MTS's standard CMA requires third parties constructing and maintaining projects or facilities on MTS land to provide defense, indemnification and insurance protections for all claims and liabilities



related to the third party's use of the property. This language has been included in all agreements between MTS and other jurisdictions for similar projects such as the Bayshore Bikeway, the Otay Valley Regional Park, the Ocean Beach Bikeway, and the San Diego River Multi-Use Pathway. Such projects open up MTS property to active public recreational use, which creates a new source of liability not currently assumed by MTS. Therefore, MTS has traditionally attempted to cooperate in these regional projects by making MTS property available at no cost, but with the sponsoring agency assuming all costs, responsibilities, risks and liabilities related to the project. MTS's mission is to provide public mass transit. Park and trail projects are typically the responsibility of cities, counties, state parks, federal agencies and local non-profits.

In reviewing the standard indemnification and insurance provisions in the draft CMA, the FWS's attorneys concluded that the FWS cannot agree to provide for indemnification or insurance related to this (or any) project. A legal opinion by the U.S. Department of the Interior (Attachment B) states that indemnification agreements violate the Anti-Deficiency Act because such agreements obligate funds prior to appropriation by Congress. Similarly, the FWS does not have statutory authority to purchase insurance. Instead, FWS proposes language stating it will cooperate with the submission of claims pursuant to the Federal Tort Claims Act against the United States for personal injuries or property damage resulting from FWS negligence or wrongful acts.

This proposed language would provide MTS with a significantly lower level of coverage/risk protection than the indemnification and insurance provisions of MTS's standard CMA. The language would provide a forum for MTS to direct claimants to – essentially telling a claimant that because this is a FWS project, he or she should file their claim with the FWS and then pursue the case against FWS in federal court. However, it is common in such cases that the claimant and their attorney will name all potentially involved parties, including MTS as the land owner. MTS's standard indemnification language allows MTS to tender such claims to the project sponsor for defense and payment of all costs. This generally results in the project sponsor hiring one attorney to represent both its agency and MTS in the lawsuit. Under the FWS required language, MTS would not have the right to tender a claim to FWS. Instead, MTS would be required to hire its own attorney to defend the case. Even in meritless cases, attorneys' fees to can be significant. Therefore, the FWS's proposed language operates as a transfer of some of the risks related to the project from FWS to MTS.

Because FWS contends that it is legally barred from indemnifying MTS or purchasing insurance, MTS has three potential options related to this CMA:

- (1) Approve CMA with FWS changes and assume transfer of risk related to the Bayside Trail Project.
- (2) Reject CMA and not allow Project to be constructed on MTS property.
- (3) Approve CMA with FWS changes but also charge an annual fee to FWS sufficient to cover the costs of an independent low-deductible insurance policy purchased by MTS to protect against the Project's liabilities. Staff is currently exploring the costs of such a policy and will provide more

information as to whether this is a feasible alternative at the Board meeting.

Staff requests that the Board select from Options (1), (2) and (3) above.



Paul C. Jablonski
Chief Executive Officer

Key Staff Contact: Sharon Cooney, 619.557.4513, Sharon.Cooney@sdmts.com

Attachment: A – April 21, 2009 SD&AE Agenda Item
B – Department of Interior Legal Opinion
C – Draft Construction and Maintenance Agreement (MTS Doc. No. S200-10-425)

Agenda

Item No. 6d

San Diego and Arizona Eastern (SD&AE)
Railway Company
Board of Directors Meeting

SDAE 710.1 (PC 50771)

April 21, 2009

SUBJECT:

**LICENSE TO THE UNITED STATES FISH AND WILDLIFE SERVICE FOR THE
BAYSIDE BIRDING AND WALKING TRAIL PROJECT**

RECOMMENDATION:

That the SD&AE Board of Directors approve issuing a license to the United States Fish and Wildlife Service, San Diego National Wildlife Refuge Complex (USFW) for the construction of the Bayside Birding and Walking Trail within SD&AE right-of-way in the City of Imperial Beach.

Budget Impact

License fees would be credited to the SD&AE Reserve. MTS staff costs would be reimbursed for fees incurred in preparing and processing the license.

DISCUSSION:

USFW requests a license for the Bayside Birding and Walking Trail within SD&AE right-of-way in the City of Imperial Beach. The trail consists of a six-foot wide, 2,060-foot-long pedestrian trail along the south end of San Diego Bay from 7th Street to 10th Street. The proposed trail will impact portions of the right-of-way along this stretch. Attached is a project description and exhibit.

APRIL21-09.6d.BAYSIDE BIRDING WALKING TRAIL LICENSE.TALLISON.doc

Attachment: Project Description and Exhibit

Attachment A

License to Construct in the Right-of-Way of the San Diego and Arizona Eastern Railway Company

San Diego Bay National Wildlife Refuge - Bayside Birding and Walking Trail

Proposed Action

The U.S. Fish and Wildlife Service, San Diego National Wildlife Refuge Complex (Complex) requests consideration of a license to construct portions of the Bayside Birding and Walking Trail within the San Diego and Arizona Eastern Railway Company Right-of-Way.

Project Description

The Complex proposes to construct a six-foot-wide, 2,060-foot-long pedestrian trail along the south end of San Diego Bay from 7th Street to 10th Street in Imperial Beach. The trail, which would run just north of and parallel to the Bayshore Bikeway within the San Diego Bay NWR, is intended to direct users away from sensitive salt marsh habitat located along the edge of San Diego Bay and the Otay River channel by providing a formal delineated pathway for pedestrian use. A 50-foot-long pedestrian bridge would be required to provide trail access across an existing drainage channel and a 750-square-foot overlook area (consisting of stabilized soil) would be constructed to the north of the trail at 10th Street. As part of a future project, an additional observation area will be constructed to the north of the trail at 8th Street. A project location map and other graphics are attached.

Although the majority of the trail appears to be located on lands included within the boundary of the San Diego Bay National Wildlife Refuge, according to existing survey maps portions of the trail may extend into the right-of-way in areas where there is limited distance between the Bayshore Bikeway and the adjacent wetlands. It will also be necessary to cross the right-of-way during construction of the trail and associated amenities.

The trail is being proposed for the following reasons: 1) the area located to the north of the Bayshore Bikeway, particularly in the vicinity of Pond 10, is subject to considerable unauthorized access, which has resulted in the trampling and loss of salt marsh vegetation – by designating an official trail in this area, currently destructive unauthorized access would be eliminated and coastal salt marsh vegetation could be restored; and 2) the construction of an official pedestrian trail would improve the public's experience (e.g., walking, wildlife observation, sightseeing) of the San Diego Bay NWR, because they would have a trail separated from bicycle traffic and would not longer have to be constantly watching out for bicyclists traveling along the Bayshore Bikeway.

The project also includes a proposal to restore coastal salt marsh habitat along the southwest end of San Diego Bay and plant native upland vegetation between the proposed trail and the adjacent Bayshore Bikeway. The San Diego National Wildlife Refuge Complex would be responsible for the long term management and maintenance of the proposed trail, pedestrian bridge, overlook areas, and restored habitat areas.

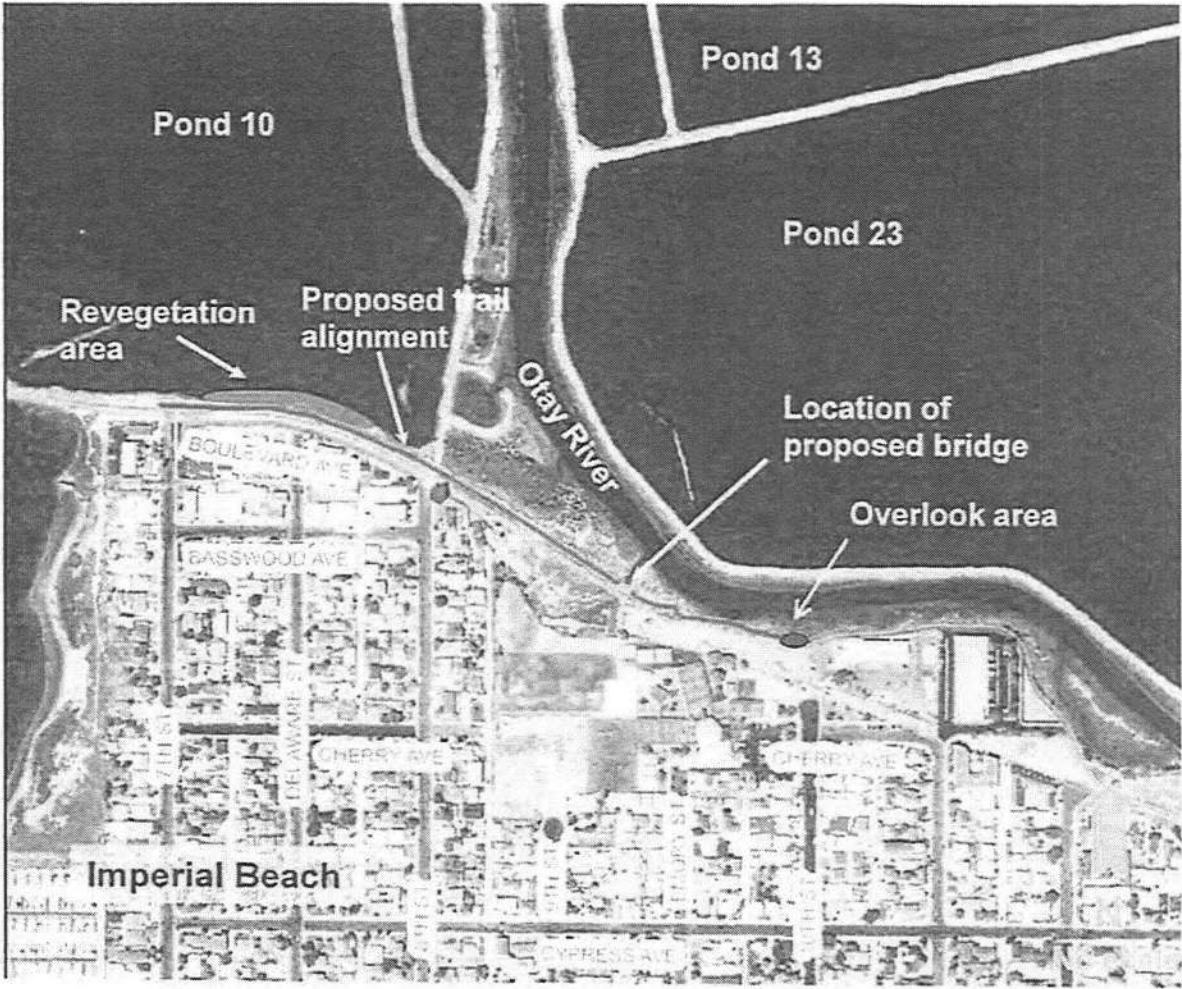
Previous Environmental Review

The California Coastal Conservancy, which proposes to provide funding to implement this project, and the Service prepared a Final Mitigated Negative Declaration, Initial Study/Environmental Assessment, and a Finding of No Significant Impact (FONSI) for this project. The draft documents were distributed for public review on December 23, 2008. The 30-day public review period ended on January 21, 2009. Two public comment letters were received as a result of public review. Neither letter raised issues regarding the adequacy or accuracy of the documents, therefore, no response is required. In addition, no comments were received by the State Clearinghouse (State Clearinghouse Number: 2008121098). The Service also prepared a Final Environmental Impact Statement for the San Diego Bay National Wildlife Refuge Comprehensive Conservation Plan that addressed this project. The Record of Decision for this EIS was signed in September 2006.

Project Contact Information

For additional information regarding this project, please contact Don Brubaker, Refuge Manager at 619-575-2704 extension 302.

Figure 3 – Project Overview



Attachment B



United States Department of the Interior

OFFICE OF THE SOLICITOR

Phone: (510) 817-1460

Pacific Southwest Region

Fax: (510) 419-0143

San Francisco Field Office

1111 Jackson Street, Suite 735

Oakland, California 94607

A federal agency cannot, unless specifically authorized by Congress, execute an indemnification or hold harmless agreement. Neither the U.S. Fish and Wildlife Service nor the National Park Service has Congressional authorization to enter into indemnification or hold harmless agreements.

Absent Congressional authorization, indemnification and hold harmless agreements would involve the United States in a contract or obligation for the payment of money before the money is appropriated by Congress. Under the Anti-Deficiency Act, 31 U.S.C. 1341(a), agencies of the United States may not agree to obligate federal funds in advance of a Congressional appropriation. Numerous federal courts have construed indemnification and hold harmless agreements as a violation of the Anti-Deficiency Act because such agreements obligate funds prior to appropriation by Congress. California Pacific Utilities Co. V. United States, 194 Ct. Cl. 703 (1971); Anna Marie Frank v. United States, No. 85-2205, Ninth Circuit Court of Appeals (1986); John Manville Corp., et al v. United States, 12 Cl.Ct. 1 (1987).

To address this legal prohibition, the U.S. Department of the Interior Solicitor's Office has developed a substitute provision. This provision provides essentially the same protection a landowner would seek under a "hold harmless" agreement. It states that the Federal Tort Claims Act (28 U.S.C. § 2671) provides for recourse against the United States for negligent acts or omissions caused by federal employees. Additionally, the United States may promise to perform the work with all reasonable diligence and precaution. Failure to do so could be considered a breach of contract which could be disposed of under the Tucker Act. (28 U.S.C. § 1491)

The substitute provision is as follows:

The (choose one: National Park Service or U.S. Fish and Wildlife Service) agrees to cooperate, to the extent allowed by law, in the submission of claims pursuant to the Federal Tort Claims Act against the United States for personal injuries or property damage resulting from the negligent or wrongful act or omission of any employee of the United States while acting within the scope of his/her employment, arising out of this agreement. Further, the (choose one: National Park Service or U.S. Fish and Wildlife Service) agrees to perform all work under this agreement with reasonable diligence and precaution.

The question of insurance often arises along with questions regarding indemnification. Absent specific statutory authority, an agency of the United States cannot purchase insurance (see 19 Comp. Gen. 798 and its progeny). The U.S. Fish and Wildlife Service and the National Park Service do not have

statutory authority to purchase insurance and are thus unable to provide certificates of insurance. In place of insurance, these agencies, as part of the federal government, are “self insured.” If there is a claim against FWS or NPS for damage or injury, the claim would be considered under the Federal Tort Claims Act.

MTS DOC. NO. S200-10-425

**CONSTRUCTION AND MAINTENANCE AGREEMENT FOR THE BAYSHORE
BIRDING AND WALKING TRAIL PROJECT**

THIS CONSTRUCTION AND MAINTENANCE AGREEMENT (“CMA”) is made and entered into this _____ day of _____, 2014, by and between the SAN DIEGO METROPOLITAN TRANSIT SYSTEM (“MTS”), a California public agency, the San Diego and Arizona Eastern Railway (SD&AE), a Nevada non-profit corporation (collectively the “Railroad”), and the UNITED STATES FISH AND WILDLIFE SERVICE (“FWS”) (collectively the “Parties”).

RECITALS

WHEREAS, Railroad is the owner of certain railroad right-of-way assets (the “ROW”) located in the City of Imperial Beach commonly known as the Coronado Branch Line. The ROW is not in active use for heavy or light-rail operations; and

WHEREAS, FWS proposes to construct, operate and maintain the Bayside Birding and Walking Trail (the “Project”) within the ROW in substantial compliance with plans attached hereto as Exhibit “A”; and

WHEREAS, the Project will consist of a walking path with ancillary amenities for bird and wildlife watching which compliment the walking path; and

WHEREAS, the Parties agree that FWS will construct, maintain, and operate the Project and FWS will reimburse Railroad for all Railroad staff expenses, consultant expenses, and other direct expenses accrued in reviewing, and approving the Project and in preparing this CMA and any other agreements relating to the Project, including but not limited to a license for the Project and a Right of Entry Permit that allows the FWS’s contractor to enter into the ROW to construct the Project;

NOW, THEREFORE, IT IS AGREED:

1. **License.** Railroad agrees to grant to FWS a license upon certain portions of the ROW in the City of San Diego, County of San Diego, depicted in Exhibit “B” solely for the purpose of constructing, maintaining and operating the Project, in strict accordance with the provisions of this CMA. This license will be granted subject to the prior, continuing, and future rights and obligations of Railroad (including its licensees, successors and assigns) to use the ROW for railroad purposes and other consistent uses, including, but not limited to, existing and future transportation activities, utilities, communication systems, pipeline facilities and appurtenances in, upon, over, across and along the ROW, and there is expressly reserved unto Railroad, and its respective successors and assigns, the right (consistent with the rights herein granted) to construct, reconstruct, maintain, operate, and use any and all existing and future facilities and appurtenances related to the above-referenced uses.

2. **Use.** If FWS shall use the ROW for any purpose other than as stated in Section 1 above, or fail to act in accordance with the provisions of this CMA, or act in a manner which interferes with the use of the ROW by Railroad (including its licensees, successors and assigns), then Railroad (or its successors and assigns) shall provide FWS with a timely written notice of any claim of default, meet and confer with FWS regarding the claim of default, and allow FWS a reasonable opportunity to cure the default so long as FWS proceeds expeditiously to cure the default. If FWS fails to cure the default in a timely manner, Railroad may exercise its remedies at law or equity against FWS. It is expressly understood and agreed by Railroad that FWS shall use the ROW without interference or damage to any railroad facilities existing or constructed during the term of this CMA over, under, along and across the ROW.

3. **Limitations.**

(a) **Limitations on Use.**

- (i) FWS shall comply with all applicable terms, conditions, directives and requirements of Railroad's policies regarding rights-of-way and other MTS ordinances, rules and regulations. FWS shall comply with all applicable laws and regulations of the federal, state, county, local governments and all administrative agencies thereof which may have jurisdiction over FWS's construction, maintenance and operation of the Project.
- (ii) No use, construction, or maintenance by FWS or on FWS's behalf of the Project will interfere with any type of railroad operations on the ROW.
- (iii) FWS shall not leave any personal property or equipment on the ROW unattended at any time after the completion of the Project that would cause a safety hazard or violate a Public Utilities Commission regulation.

(b) **Limitations on License.** The license and permission to be granted are without warranty of title of any kind, expressed or implied, and are subject to and subordinate to all prior licenses, leases, easements, restrictions, reservations, conditions, covenants, encumbrances, right-of-ways, liens and claims of title which may in any manner encumber the ROW.

4. **Maintenance of Project.** FWS shall maintain at its expense the Project and appurtenances constructed pursuant to the terms of this CMA and which are over, under, along and across the ROW. In performing its maintenance obligations in accordance with this Paragraph 4, the FWS and/or its contractors, agents and assigns shall comply with Railroad's rules and regulations concerning use of and work within the ROW, and the instructions of Railroad's representatives in relation to the proper manner of protecting Railroad's tracks and

other property of Railroad, or its tenants or licensees, at or in the vicinity of any maintenance work.

5. **Right of Entry Permit.** The exercise of any and all rights provided by this CMA is subject to the requirement that the FWS's contractors and agents first obtain a Right of Entry Permit ("ROE Permit") from Railroad prior to entry onto the ROW for the construction or maintenance of the Project. The ROE Permit requires that the FWS's contractors and agents procure and maintain in force at all times during the construction contract, the insurance described in this CMA. Railroad shall timely process any applications required to obtain the Permits, and shall not unreasonably deny or delay the issuance of such Permit. The FWS's contractors and agents will comply with all Railroad policies, rules and regulations as stated in the ROE Permit, and the instructions of Railroad's representatives in relation to the proper manner of protecting the railroad tracks and traffic moving thereon, catenary lines, pull lines, signals and other property of Railroad, or their respective tenants or licensees, during the period of construction of the Project.

6. **Durable Maintenance ROE Permit.** Notwithstanding the foregoing, Railroad hereby grants to FWS a Durable Maintenance ROE Permit to allow FWS to enter onto the ROW for routine maintenance of the Project, including, but not limited to, activities such as trash removal, cleaning of pedestrian walkway, cleaning of pedestrian guardrail, and similar maintenance activities. The Durable Maintenance ROE Permit shall remain effective throughout the life of this CMA and be subject to all of the terms of this CMA, including but not limited to the indemnity and insurance provisions. Entry onto the ROW by individuals or entities other than the FWS (such contractors, agents, and non-FWS employees) shall require a separate ROE Permit as specified in paragraph 5.

7. **Notice.** The exercise of any and all rights provided to FWS by this CMA is also subject to the notice requirements set forth in the ROE Permits for the construction and maintenance of the Project, prior to entry onto the ROW for any purpose.

8. **Indemnification.**

(a) FWS

FWS agrees to cooperate, to the extent allowed by law, in the submission of claims pursuant to the Federal Tort Claims Act against the United States for personal injuries or property damage resulting from the negligent or wrongful act or omission of any employee of the United States while acting within the scope of his/her employment, arising out of this agreement. Further, FWS agrees to perform all work under this agreement with reasonable diligence and precaution.

(b) RAILROAD

Railroad agrees to indemnify, defend and hold harmless the FWS and its Council members, officers, agents, volunteers, contractors, and employees ("FWS Indemnitees"), from

any and all liability, loss, expense (including reasonable attorneys' fees and other defense costs), demands, suits, liens, damages, costs, claims, including but not limited to, claims for bodily injury, death, personal injury, or property damage, that are incurred by or asserted against the FWS Indemnitees arising out of or connected with any negligent acts or omissions on the part of Railroad, their Boards, officers, agents, contractors, or employees, under or in connection with any work, authority or jurisdiction delegated to Railroad under this CMA. Railroad shall have no obligation to indemnify any sublicensee or invitee of FWS for any reason whatsoever.

(c) CONCURRENT NEGLIGENCE

In the event of an act or acts of concurrent negligence which results in the filing of a demand, claim, or complaint against the Parties, each party shall defend and represent itself such that each party shall bear its own costs and attorney's fees.

9. Insurance.

The FWS, , shall require its Contractor(s) to carry the following insurance (in accordance with the Federal Acquisition Regulation, Part 28.307-2), which is consistent with the insurance required for issuance of a MTS right of entry permit pursuant to Section 5 of this CMA:

A. COVERAGE REQUIRED

(1) Liability

- (a) Commercial General Liability. At all times during this contract and, with respect to Products and Completed Operations Liability, for 12 months following the acceptance of the work by MTS, Permittee agrees to maintain Commercial General Liability Insurance for bodily injury and property damage in an occurrence form and with insurance companies acceptable to MTS. Commercial General Liability Insurance must include coverage for the following:

- Premises/Operations Liability
- Per-Project Aggregate
- Products/Completed Operations Liability
- No Explosion, Collapse, and Underground (XCU) exclusion
- Contractual Liability, with respect to this agreement
- Personal Injury Liability
- Broad Form Property Damage
- Independent Contractors

All such policies shall name in the endorsement as additional insureds the following entities including their directors, officers, agents, and employees as their interests may appear:

- San Diego Metropolitan Transit System (MTS),
- San Diego Trolley, Inc. (SDTI),
- San Diego and Arizona Eastern Railway (SD&AE),
- San Diego and Imperial Valley Railroad (SD&IV), and
- San Diego Transit Corporation (SDTC)

- (b) Automobile Liability. At all times during this contract, Permittee agrees to maintain Automobile Liability Insurance for bodily injury and property damage including coverage for all owned, nonowned, and hired vehicles.
- (c) Workers' Compensation/Employer Liability. At all times during this contract, Permittee agrees to maintain Workers' Compensation and Employers' Liability Insurance in compliance with the applicable statutory requirements.

B. ADDITIONAL COVERAGES REQUIRED (AS INDICATED)

- (1) Railroad Protective or Equivalent
REQUIRED

Any exclusions relating to performance of operations within the vicinity of any railroad, bridge, trestle, track, roadbed, tunnel, underpass, or crossing must be deleted. Option: purchase separate Railroad Protective Liability Policy as required.

- (2) Pollution Liability
REQUIRED

At all times during this contract, and for 24 months following, Permittee agrees to maintain Pollution Legal Liability Insurance with respect to services or operations under this agreement. The extended discovery period must be no less than 24 months.

- (3) Primary and Non-Contributory Insurance
REQUIRED

Permittee agrees that all general liability coverages required under this insurance section are PRIMARY insurance and that any insurance of MTS, SDTI, SD&AE, SD&IV, and SDTC shall be excess and

noncontributory (endorsement required).

C. MINIMUM POLICY LIMITS REQUIRED

| | Combined Single Limit (CSL) |
|---|--------------------------------|
| Commercial General Liability (Per Occurrence) | \$1,000,000 |
| General Aggregate | \$2,000,000 |
| Completed Operations & Products Aggregate | \$2,000,000 |
| Automobile Liability | \$1,000,000 |
| Worker's Compensation Employer's Liability | \$1,000,000 |

Additional Coverages (as indicated under Section B, Additional Coverages Required):

| | |
|--|-------------|
| <input type="checkbox"/> B (1) Railroad Protective | \$1,000,000 |
| <input type="checkbox"/> B (2) Pollution Liability | \$ |

D. POLICY PROVISION REQUIRED

All policies and coverages shall contain a provision for 30 days written notice by the Insurer(s) to MTS Contracts Specialist of any cancellation or material reduction of coverage. A ten-day notice is required for non-payment of premium.

E. SPECIAL PROVISIONS

The foregoing requirements as to the types and limits of insurance coverage to be maintained by Permittee, and any approval of said insurance by MTS, SDTI, SD&AE, SD&IV, and SDTC, or their insurance Contractor(s) are not intended to and shall not in any manner limit or qualify the liabilities and obligations otherwise assumed by Permittee pursuant to this agreement, including but not limited to the provisions concerning indemnification.

MTS reserves the right to stop Permittee work in the event of material noncompliance with the insurance requirements outlined above.

11. **Default; Termination.**

(a) . If FWS uses the ROW for any purpose not expressly authorized by this CMA or fails to act strictly in accordance with the terms and conditions of this CMA, and if such default is not corrected within 30 days' notice from Railroad to FWS, Railroad may prevent FWS from entering the ROW until the default is corrected. If Railroad determines that any

default by FWS does or has the potential to cause a danger to the ROW, light rail vehicle operations, or railroad operations, and FWS fails or refuses to timely correct the default, Railroad may, upon thirty (30) days additional notice and in addition to any other remedy provided by law, terminate this CMA and prevent FWS from entering the ROW thereafter. Notwithstanding the above, if the uncured default is an immediate threat to public safety, in RR's sole discretion, the ROW may be closed to the public immediately and shall not be reopened until the safety hazard has been removed or repaired. RR's right to address public safety concerns under this provision shall not release FWS of its primary obligation to monitor and maintain the Project in a safe condition. RR shall have no independent obligation to identify or monitor safety hazards related to the Project.

(b) In the event Railroad fails to perform any of its obligations under this CMA, FWS shall give Railroad written notice of the nature of the default and the steps required to remedy the default. If the default is not cured within thirty (30) days of the delivery of FWS' notice, FWS may proceed to enforce its rights and protect its interests under this CMA. Railroad shall pay all costs and expenses incurred by FWS in obtaining performance of the obligations, and protecting FWS's interests hereunder, including costs of suit and reasonable attorney's fees. In no case will any enforcement action modify the ownership or operation of the ROW.

(c) This CMA may be terminated at any time by either party upon one hundred twenty (120) days notice in writing to be served upon the other party, stating therein the date that such termination shall take place, and that upon the termination of this CMA in this or any other manner herein provided, FWS, upon demand of Railroad, shall abandon the ROW and the use of the Project, remove any improvements constructed, installed or maintained on the ROW for the Project, and restore the ROW and any other improvements or facilities within said ROW, whether owned by Railroad or others, to their original condition in which they were prior to the installation of the Project.

(d) Termination of this CMA shall not release either party from any liability or obligation hereunder resulting from an event which occurred before termination.

12. **Notices.** All notices to be given under this CMA shall be in writing and either:

(a) Sent by a nationally recognized overnight courier, in which case notice shall be deemed delivered upon actual receipt or one (1) business day after deposit with this courier, whichever occurs first; or

(b) Sent by telecopy or similar means, if a copy of the notice is also sent by United States Mail, in which case notice shall be deemed delivered on transmittal by facsimile provided that a transmission report is generated reflecting the accurate transmission of the notice, as follows:

Metropolitan Transit System/San Diego and Arizona Eastern Railway
1255 Imperial Avenue, Suite 1000
San Diego, CA 92101
Attn: Manager of Real Estate Assets

Tel: 619-595-4903

Fax: 619-744-5986

San Diego National Wildlife Refuge Complex
1080 Gunpowder Point Drive
Chula Vista , CA 91910
Attn: Project Leader – Andy Yuen
Tel: 619-476-9150 ext. 100

Copy to:

U.S. Fish and Wildlife Service
Regional Director – Pacific Southwest Region
2800 Cottage Way, W-2606
Sacramento, CA 95825
Attn: Ren Lohofener
Tel: 919-414-6469

These addresses may be changed by written notice to the other Parties provided that no notice of a change of address shall be effective until actual receipt by the Parties of the notice. Copies of notices, if any are so indicated, are for informational purposes only, and a failure to give or receive copies of any notice shall not be deemed a failure to give notice.

13. **Waiver.** Any party's failure to enforce or exercise its rights with respect to any provision hereof shall not be construed as a waiver of such rights or of such provision.

14. **Federal Anti-Deficiency Act.** Notwithstanding any provision to the contrary herein, nothing in this Right-of-Entry shall be construed as binding the United States of America to expend in any one fiscal year any sum in excess of appropriations made by Congress or administratively allocated for the purpose of compliance with the conditions for this Right-of-Entry for the fiscal year, or bind the United States under any contract or other obligation for the further expenditure of money in excess of such appropriations or allocations, and nothing in this Right-of-Entry may be considered as implying that Congress will at a later date appropriate funds sufficient to meet deficiencies.

15. **Dispute Resolution.**

(a) The Parties agree that they shall first meet, through their senior staff representatives, to attempt to informally resolve any dispute that arises under this CMA.

(b) If the informal efforts are unsuccessful, then the Parties may agree to participate in mediation. If the Parties agree to participate in mediation, within five (5) business days of the request of any party, the parties shall mutually agree on the person or

alternative dispute resolution agency to conduct the mediation. If the Parties are unable to agree on the person or alternative dispute resolution agency to conduct the mediation, the initiating party may arrange for the office of the American Arbitration Association in downtown San Diego, California, to perform the mediation. The initiating party shall then schedule the mediation so that it is conducted within five (5) business days of the mediator's appointment.

(c) By mediating any dispute, neither Party waives any of its legal remedies.

IN WITNESS WHEREOF, the parties hereto have caused this CMA to be executed by and through their respective officers thereunto duly authorized on the date written below their signatures.

METROPOLITAN TRANSIT SYSTEM

UNITED STATES FISH AND WILDLIFE
SERVICE

By: _____
Paul C. Jablonski, Chief Executive Officer

By: _____
Name: _____
Its: _____

APPROVED AS TO FORM:

By: _____
Office of General Counsel

SAN DIEGO & ARIZONA EASTERN
RAILWAY

By: _____
Paul C. Jablonski, President

APPROVED AS TO FORM:

By: _____
Of Counsel

List of Exhibits

- A. Bayshore Birding & Walking Trail Plans (1 Page)
- B. Depiction of License on Right of Way

SHEET INDEX:

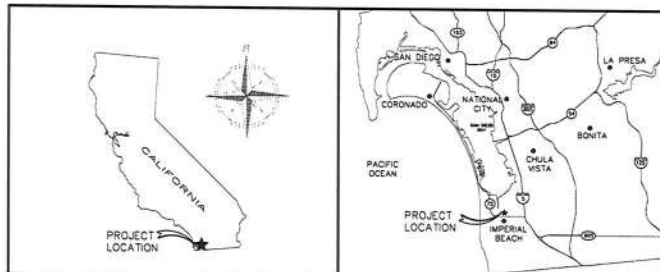
- COVER SHEET SHEET 0
- NOTES SHEET 1
- MATERIALS LEGEND SHEET 2
- LAYOUT AND GRADING PLAN SHEETS 3 to 6
- ENLARGEMENT PLANS SHEETS 7 to 9
- CONSTRUCTION DETAILS SHEETS 10 to 14

PROJECT QUANTITIES

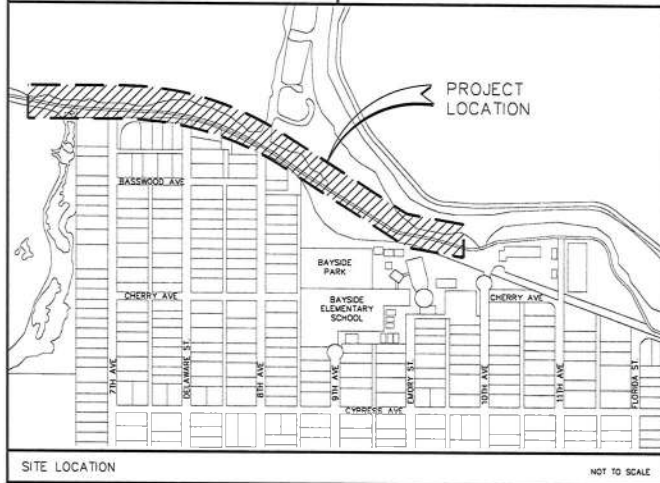
| | |
|---|--|
| DECOMPOSED GRANITE (D.G.) COLOR: PALM SPRINGS GOLD OR APPROVED EQUAL. | BASE BID: 245 CY ADD ALT 1: 6.5 CY ADD ALT 2: 2 CY |
| WOOD DECKING | ADD ALT 1: 1325 SF ADD ALT 2: 550 SF ADD ALT 3: 825 SF |
| MANISTEE BACKED BENCH OR APPROVED EQUAL. | ADD ALT 1: 4 ADD ALT 2: 4 ADD ALT 3: 4 |
| MANISTEE BACKLESS BENCH OR APPROVED EQUAL. | ADD ALT 1: 4 |
| CONCRETE HEADER | BASE BID: 69 LF ADD ALT 1: 34 LF ADD ALT 2: 61 LF ADD ALT 3: 6 LF |
| FILL MATERIAL FOR GRADING | 700 CYD |
| CUT MATERIAL FROM GRADING | 350 CYD |
| STABILIZED ACCESS ROAD | 22.25 CYD |
| MARINE GRADE POSTS | 8 |
| CABLE RAILING | 270 LF |

ABBREVIATIONS

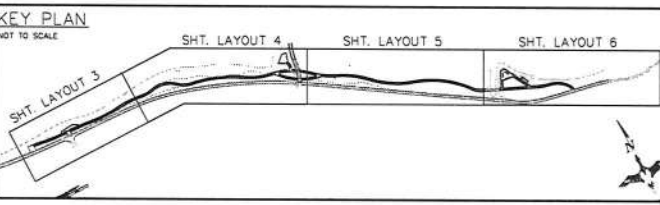
| | | | | |
|---------|------------------------|--------|--|----------------------------|
| BIDG | BUILDING | R | RADIUS | |
| *C.I.P. | CAST IN PLACE | REV | REVISION | ENGINEERING UNITS |
| CTWALK | CATWALK | SC | SCHEDULE | 1 Acre = 43,560 sq. ft. |
| CTR | CENTER | *SCH. | SHEET | 1 Board Ft. = 144 cu. in. |
| *CL | CENTERLINE | SHP | SLOPE | 1 cu. yd. = 27 cu. ft. |
| CU FT | CUBIC FEET | SPEC | SPECIFICATION | 1 Degree = .017453 Radians |
| CU IN | CUBIC INCH | SO | SQUARE | 1 Foot = .3048 Meters |
| CUM | CUBIC METER | SQCM | SQUARE CENTIMETER | 1 Foot = 3,048 Liters |
| CUMM | CUBIC MILLIMETER | SOIN | SQUARE INCH | 1 Inch = 25.4 Millimeters |
| CUYD | CUBIC YARD | STD | STANDARD | 1 mil = .001 Inches |
| DIA | DIAMETER | STA | STATION | 1 Meter = 3,28084 ft. |
| EA | EACH | STL | STEEL | 1 Radian = 57.2958 Degrees |
| *ELECT | ELECTRICAL | ST | STREET | 1 sq. ft. = 144 sq. in. |
| ENGR | ENGINEER | STRCT | STRUCTURE | 1 sq. in. = 645.16 sq. mm |
| EQL | EQUAL | SPRT | SUPPORT | 1 sq. m = 10.7639 sq. ft. |
| EXST | EXISTING | SURV | SURVEY | 1 sq. mile = 640 Acres |
| FT. | FEET | SYM | SYMBOL | 1 sq. yd. = 9 sq. ft. |
| *ORD | GRADE | TEMP | TEMPORARY | 1 Ton (Short) = 2,000 lbs. |
| HDR | HEADER | *T.F. | TOE OF FILL | |
| HGT | HEIGHT | *T.S. | TOE OF SLOPE | |
| HPT | HIGH POINT | TYP | TYPICAL | |
| IN | INCH | *USFWS | UNITED STATES FISH AND WILDLIFE SERVICE | |
| *L.F. | LINEAL FEET | UTIL | UTILITY | |
| *M | METER | YO | YARD | |
| MIN | MINIMUM | | | |
| NIC | NOT IN CONTRACT | | | |
| NTS | NOT TO SCALE | | | |
| *LB(S) | POUND(S) | | | |
| PSF | POUNDS PER SQUARE FOOT | | | |
| PSI | POUNDS PER SQUARE INCH | | | |
| QTY | QUANTITY | | | |



REGIONAL LOCATION NOT TO SCALE VICINITY MAP NOT TO SCALE



SITE LOCATION NOT TO SCALE



KEY PLAN NOT TO SCALE

BASIS OF BEARING
THE HORIZONTAL DATUM FOR THIS SURVEY IS NAD 83, 1991.35 EPOCH.
THE BASIS OF BEARING IS THE GRID BEARING BETWEEN CONTROL POINT #185
AND CONTROL POINT #183 PER RECORD OF SURVEY MAP NO. 14492; I.E.
N 05°35'42" W.

BENCH MARK
BM-2 PER CORNERSTONE ENGINEERING LETTER TO TUJANA SLOUGH.
DATED MARCH 14, 2010.
ELEVATION = 16.52'
DATUM: NAD 88

GENERAL NOTES:

SECTION 4216/4217 OF THE GOVERNMENT CODE REQUIRES A DIG ALERT IDENTIFICATION NUMBER BE ISSUED BEFORE A PERMIT TO EXCAVATE WILL BE VALID. FOR YOUR DIG ALERT I.D. NUMBER CALL UNDERGROUND SERVICE ALERT AT 811 TWO WORKING DAYS BEFORE YOU DIG.

IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO LOCATE ALL SUBSTRUCTURES, WHETHER SHOWN HEREON OR NOT, AND PROTECT THEM FROM DAMAGE THE EXPENSE OF REPAIR OR REPLACEMENT OF SAID SUBSTRUCTURES SHALL BE BORNE BY THE CONTRACTOR.

THE CONTRACTOR SHALL BE SOLELY RESPONSIBLE TO ENFORCE SAFETY MEASURES OR REGULATIONS.

LOCATION AND ELEVATION OF ALL EXISTING IMPROVEMENTS WITHIN THE AREA OF WORK SHALL BE CONFIRMED BY FIELD MEASUREMENT PRIOR TO CONSTRUCTION OF NEW WORK. CONTRACTOR WILL MAKE EXPLORATORY EXCAVATIONS AND LOCATE EXISTING UNDERGROUND FACILITIES SUFFICIENTLY AHEAD OF CONSTRUCTION TO PERMIT REVISIONS TO PLANS IF REVISIONS ARE NECESSARY BECAUSE OF ACTUAL LOCATION OF EXISTING FACILITIES.

THE FOLLOWING PUBLICATIONS ARE HERBY APPENDICES AS PART OF THE CONSTRUCTION DOCUMENTS:

- A. STANDARD SPECIFICATIONS FOR PUBLIC WORKS CONSTRUCTION "GREENBOOK" (2009 EDITION), INCLUDING THE REGIONAL SUPPLEMENT AMENDMENT DOC. NO. PITS0504092 FILED MAY 4, 2009.
- B. CALIFORNIA MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (FHWA'S MUTCD, 2003 EDITION, AS AMENDED FOR USE IN CALIFORNIA), DOCUMENT NO. AEC1231064, FILED DECEMBER 31, 2009.
- C. STATE OF CALIFORNIA, DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS DOCUMENT NO. AEC0925062, FILED SEPTEMBER 25, 2006.
- D. USFWS REGION 1 AND REGION 3 GENERAL ENGINEERING REQUIREMENTS, REVISION OCTOBER 24, 2008.

ALL OPERATIONS CONDUCTED ON THE PREMISES, INCLUDING THE WARMING UP, REPAIR, ARRIVAL, DEPARTURE, OR RUNNING OF TRUCKS, EARTH MOVING EQUIPMENT, CONSTRUCTION EQUIPMENT, AND ANY OTHER ASSOCIATED EQUIPMENT SHALL BE LIMITED TO THE PERIOD BETWEEN 2:00 AM AND 5:00 PM EACH DAY, MONDAY THROUGH FRIDAY, AND NO GRADING OR EARTH MOVING OPERATIONS SHALL BE CONDUCTED ON THE PREMISES ON SATURDAYS, SUNDAYS OR CITY OF IMPERIAL BEACH HOLIDAYS WITHOUT APPROVAL BY THE PROJECT MANAGER.

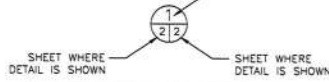
ALL WORK SHALL BE ACCOMPLISHED IN CONFORMANCE WITH APPLICABLE CITY OF SAN DIEGO AND CITY OF IMPERIAL BEACH ORDINANCES AND STANDARDS.

CONTRACTOR IS RESPONSIBLE FOR POT HOLING PRIOR TO START OF CONSTRUCTION TO VERIFY ALL ELEVATIONS AND LOCATIONS OF UNDERGROUND UTILITIES.

NO GRADING OPERATIONS SHALL COMMENCE UNTIL A PRE-GRADING MEETING HAS BEEN HELD ON-SITE WITH THE FOLLOWING PEOPLE PRESENT: GRADING CONTRACTOR, AND REFUGE REPRESENTATIVE. THE PRE-GRADING MEETING SHALL BE SCHEDULED WITH THE USFWS AT LEAST 48 HOURS IN ADVANCE BY CALLING 619-575-2704 x334.

UPON AWARD OF CONTRACT, THE CONTRACTOR SHALL NOTIFY SPECIFIED MATERIALS PROVIDERS OF PROJECT AND REQUIRED QUANTITIES.

DETAIL CALLOUT



VERIFY SCALE
THIS BAR IS ONE INCH ON ORIGINAL DRAWING
0" = 1" = 1"
ADJUST SCALES ACCORDINGLY, IF NOT ONE INCH ON THIS SHEET.

| | | | |
|--|------|--|-------------------------------|
| REV. | DATE | DESCRIPTION | BY |
| | | | |
| | | | |
| | | | |
| UNITED STATES DEPARTMENT OF THE INTERIOR FISH AND WILDLIFE SERVICE REGION 8, OFFICE OF ENGINEERING SAN DIEGO, CALIFORNIA | | | |
| SUBMITTED BY PROJECT MANAGER | | S.D. BAY NATIONAL WILDLIFE REFUGE BAYSIDE BIRDING AND WALKING TRAIL COVER SHEET | |
| REVIEWED FOR SAFETY COMPLIANCE | | | |
| REVIEWED FOR ENVIRONMENTAL COMPLIANCE | | | |
| REVIEWED FOR ADA COMPLIANCE | | | |
| CERTIFIED FOR ADA COMPLIANCE (SIGNATURE) | | SAN DIEGO COUNTY CALIFORNIA | |
| DESIGNED BY REGIONAL ENGINEER | | SURVEYED MA | DESIGNED GA |
| PROGNOSTIC REVIEW | | DATE MAY 15, 2012 | DRAWING NO. 1X-CA-XXX-XXX-X.X |

Bayside Birding and Walking Trail MTS ROW

San Diego Bay NWR

-  Bayside Birding and Walking Trail
-  Observation Platform
-  Right of Way (SANGIS)
-  Refuge (FWS R8 Realty)



Bayside Birding and Walking Trail MTS ROW
 San Diego Bay NWR
 San Diego, CA 92161
 Project: Bayside Birding and Walking Trail MTS ROW
 Date: 10/20/2020
 Author: [Name obscured]
 Revision: 1
 Scale: 1 inch = 50 feet
 © 2020 San Diego County Regional Water Resources Authority



1255 Imperial Avenue, Suite 1000
San Diego, CA 92101-7490
(619) 231-1466 • FAX (619) 234-3407

Agenda Item No. 45

MEETING OF THE METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

March 20, 2014

SUBJECT:

UPDATE ON CONTRACT SERVICES FIXED-ROUTE PROCUREMENT (BILL SPRAUL
AND JEFF CODLING)

INFORMATIONAL

Budget Impact

None.

DISCUSSION:

In July 2006 the Board of Directors approved the award of a contract to Veolia Transportation, Inc. for the provision of fixed-route bus services for East County, Chula Vista, South Bay, the rural unincorporated County and regional express services. The contract term was a 5 ½-year base with 3 one-year options. Under the contract MTS provides three operating divisions and the buses, with the exception of the 26 commuter express buses which were provided by Veolia under the terms of the contract. The terms of the contract were implemented in phases in the first 6 months of 2007. Staff has begun the procurement process for competitively bidding fixed-route bus services to coincide with the expiration of the current contract at the end of 2014. Staff will provide an update on the procurement process and timeline.

A handwritten signature in black ink, appearing to read 'Paul C. Jablonski', is written over a horizontal line.

Paul C. Jablonski
Chief Executive Officer

Key Staff Contact: Sharon Cooney, 619.557.4513, Sharon.Cooney@sdmts.com





1255 Imperial Avenue, Suite 1000
San Diego, CA 92101-7490
(619) 231-1466 • FAX (619) 234-3407

Agenda Item No. 62

Chief Executive Officer's Report

March 20, 2014

In accordance with Board Policy No. 52, Procurement of Goods and Services, attached are listings of contracts, purchase orders, and work orders that have been approved within the CEO's authority (up to and including \$100,000) for the period February 13, 2014, through March 14, 2014.



CONTRACTS - EXPENSES

| Doc # | Organization | Subject | Amount | Day |
|------------|-----------------------------|--------------------------------------|-------------|-----------|
| G1690.0-14 | FINEST CITY OIL, INC. | COMPASS CARD OUTLET | \$2,500.00 | 2/13/2014 |
| G1691.0-14 | SUPER MERCADO MURPHY'S | COMPASS CARD OUTLET | \$2,500.00 | 2/13/2014 |
| G1692.0-14 | SLEEWA, INC. | COMPASS CARD OUTLET | \$2,500.00 | 2/13/2014 |
| B0594.2-13 | CALIFORNIA TRILLIUM COMPANY | EAST COUNTY FUELING STATION | \$32,047.05 | 2/19/2014 |
| L0955.3-10 | UTC FIRE & SECURITY COMPANY | ADD FUNDS FOR BASE CONTRACT | \$83,505.41 | 2/20/2014 |
| L1120.1-13 | SIMMONS MACHINE TOOL CORP | TAX ADJUSTMENT | \$3,586.25 | 2/25/2014 |
| B0570.4-12 | NEW FLYER INDUSTRIES, INC. | REVISE SPECIAL TOOLS REQUIREMENT | \$64,604.99 | 3/4/2014 |
| L0856.2-09 | CANON BUSINESS SOLUTIONS | EXTEND LEASE BY 3 MONTHS | \$13,186.00 | 3/5/2014 |
| B0607.0-14 | SAN DIEGO GAS & ELECTRIC | UNDERGROUND ELECTRIC TO CNG EL CAJON | \$21,926.00 | 3/11/2014 |
| G1693.0-14 | PM REALTY GROUP | HAZARD CENTER PARKING STRUCTURE USE | \$10,600.00 | 3/10/2014 |

CONTRACTS - REVENUE

| Doc # | Organization | Subject | Amount | Day |
|-------------|-----------------------------|-------------------------------|--------------|-----------|
| L1189.0-14 | UNDERGROUND SOLUTIONS, INC. | DURABLE ROE - POTHOLE SERVICE | (\$3,000.00) | 2/14/2014 |
| L4625.0-14 | ENTERPRENEURS ORGANIZATION | ROE - GASLAMP SQUARE | (\$1,500.00) | 2/21/2014 |
| L5764.0-14 | HERZOG | ROE PERMIT - NCTD PTC UPGRADE | (\$2,000.00) | 2/21/2014 |
| S200-14-584 | BETA ENGINEERING CA | ROE - EAST COUNTY SUBSTATION | (\$5,000.00) | 2/21/2014 |
| S200-14-589 | SDGE | DURABLE ROE - DESERT LINE | (\$7,500.00) | 3/3/2014 |

PURCHASE ORDERS

| DATE | Organization | Subject | AMOUNT |
|----------|-------------------------|-------------------------------------|-------------|
| 3/4/2014 | PRO COMPLIANCE INC | BUSINESS CREDIT CHECK SERVICES | \$2,000.00 |
| 3/4/2014 | S&A SYSTEMS | FUEL MONITOR AND INSTALLATION | \$13,027.06 |
| 3/5/2014 | BODY BEAUTUFUL CAR WASH | CAR WASH | \$1,065.50 |
| 3/5/2014 | BLACK SWAN SEARCH | RECRUITMENT FEE DATABASE ADMIN | \$25,750.00 |
| 3/6/2014 | DELL COMPUTER CORP | DELL LATITUDE | \$1,302.48 |
| 3/6/2014 | CDWG | SERVER RACK | \$17,149.42 |
| 3/6/2014 | DELL | OPTIPLEX 9020 AND MONITOR | \$60,883.88 |
| 3/6/2014 | JOBSPECS, INC. | TEMPORARY STAFFING, RISK AND CLAIMS | \$755.55 |
| 3/7/2014 | CDWG | MONITORS, GRAPHIC CARDS, HEADSETS | \$6,560.00 |
| 3/7/2014 | MADDEN CONSTRUCTION | CEMENT DEBO TRANSIT STORE | \$966.26 |
| 3/7/2014 | ROBERT HULSEY | INVENTORY LABELS | \$340.32 |

PURCHASE ORDERS

| DATE | Organization | Subject | AMOUNT |
|-------------|-----------------------|-------------------------------------|---------------|
| 3/7/2014 | SO CAL GRAPHICS | CLEAR POLYESTER LABELS | \$1,458.00 |
| 3/7/2014 | CELICO PARTNERSHIP | SAMSUNG GALAXY 3 TABLETS | \$33,600.00 |
| 3/7/2014 | UTILITY TREE SERVICE | TREE REMOVAL, 1ST & BROADWAY | \$5,265.12 |
| 3/12/2014 | ORACLE CORPORATION | ANNUAL SUPPORT RENEWAL | \$4,801.80 |
| 3/12/2014 | PRESSNET EXPRESS | SPECIAL EVENT TICKETS | \$2,991.60 |
| 3/12/2014 | HEADSETS DIREST | H1414N DUO SETS AND CABLES | \$2,798.13 |
| 3/12/2014 | ADVANCED AIR & VACUUM | COMPRESSORS FOR IAD | \$25,409.35 |
| 3/12/2014 | VERDUNGO TESTING | RELOCATION OF ABOVE GROUND GAS TANK | \$27,712.26 |

WORK ORDERS

| Doc # | Organization | Subject | Amount | Day |
|------------------|---------------------------|-------------------------------|---------------|------------|
| PWL135.0-12.07.2 | ABC CONSTRUCTION, INC. | 12TH IMPERIAL BUS DRIVEWAY | \$36,694.45 | 3/3/2014 |
| PWL134.0-12.25 | HERZOG CONSTRUCTION, INC. | YARD A SINK HOLE TRACK REPAIR | \$11,164.97 | 3/5/2014 |